DEPARTMENT OF THE NAVY
NAVAL AIR STATION, WHIDBEY ISLAND
OAK HARBOR, WASHINGTON 98278-5000

NASWHIDBEYINST 3710.1R
N33:Pr
20 May 1999

NASWHIDBEY INSTRUCTION 3710.1R

Subj: AIR OPERATIONS MANUAL

Ref: (a) NAVAIR 00-80T-114, NATOPS Air Traffic Control Facilities Manual
(b) OPNAVINST 3710.7R, NATOPS General Flight and Operating Instructions

Encl: (1) NAS Whidbey Island Air Operations Manual

1. Purpose. To issue enclosure (1) which provides regulations governing the operation of aircraft at Naval Air Station (NAS), Whidbey Island, and Outlying Field (OLF), Coupeville. This instruction has been substantially revised and should be reviewed in its entirety.

2. Cancellation. NASWHIDBEYINST 3710.1Q

3. Pilot Responsibility. Pilots operating aircraft from this station shall comply with this manual except where a specific NATOPS directs deviation.

4. Administration. The Operations Officer, NAS Whidbey Island is responsible for the administration and enforcement of the provisions of this manual. Course rules may be modified immediately, subject to applicable regulations, when deemed necessary by the Commanding Officer, NAS Whidbey Island. Recommended changes to this manual should be submitted to the NAS Operations Officer (NAS N33).

5. Forms. NASW 3700/40 is available from Forms Control, Administration Department, building 108, extension 78796. Other forms required by this instruction are available through the supply system.

/s/
L. G. SALTER

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NASWHIDBEYINST 5215.2FF
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USS John Stennis
CVW-2
CVW-9
CVW-11
CVW-14
142 FIG Portland, OR
120 FIG Great Falls, MT
114 TFTS Kingsley Field, OR

AIR OPERATIONS MANUAL

NASWHIDBEYINST 3710.1R

AULT FIELD OLF COUPEVILLE

RECORD OF CHANGES

CHANGE NUMBER	DATE	DATE ENTERED	ENTERED BY

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AULT FIELD

Dedicated to the Memory of

WILLIAM BOWEN AULT

1898-1942

Commander, United States Navy

Air Group Commander - USS LEXINGTON

Whose inspiring performance in the great Coral Sea air battle between United States and Japanese carrier forces on 7-8 May 1942 contributed immeasurably to the air and sea victories that made the subsequent recapture of the South Pacific possible. Commander Ault led his air group in the face of severe anti-aircraft barrage and heavy fighter opposition, which resulted in the complete destruction of one enemy carrier on 7 May and major damage to another on 8 May. His failure to return from the latter encounter and his courageous conduct throughout the duration of these actions were an inspiration to the entire air group.

His example of courage, leadership and selfless devotion to duty will live on in the memory of all who fly from this field.

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AIR OPERATIONS MANUAL

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LIST OF ILLUSTRATIONS

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CHANGE RECOMMENDATION FORM

TO BE FILLED IN BY ORIGINATOR AND FORWARDED TO OPERATIONS OFFICER

FROM: (originator name and address) Date _____

TO: OPERATIONS OFFICER
NAVAL AIR STATION WHIDBEY ISLAND (CODE N3)
3730 CHARLES PORTER AVE
OAK HARBOR, WA 98278

Name of Manual AIR OPERATIONS MANUAL	Revision Date	Change Date	Page(s)	Paragraph/Figure
Recommendation (be specific) ( ) CHECK IF CONTINUED ON BACK				
Justification				
Signature		Rank		Title

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CHAPTER 1

GENERAL

1.1 NOISE ABATEMENT POLICY. It is Commanding Officer, Naval Air Station, Whidbey Island policy to conduct required training and operational flights with a minimum impact on surrounding communities. All aircrew using Ault Field, OLF Coupeville, Admiralty Bay Mining Range, Boardman Target and the myriad of northwest instrument and visual military training routes (IR/VR), are responsible for the safe conduct of their mission while complying with published course rules, noise abatement procedures, and good common sense. Each aircrew must be familiar with the noise profiles of their aircraft and must be committed to minimizing noise impacts without compromising operational and safety requirements.

1.2 GENERAL PRUDENTIAL RULES

a. This manual has been prepared per references (a) and (b). It shall not be construed as modifying or superseding directives issued by higher authority.

b. Aviators and aircrews shall comply with this manual and are expected to exercise their best judgment when encountering conditions not covered.

c. Air Traffic Control (ATC) instructions are binding and shall be complied with, except in an emergency.

1.3 AIRPORT (Refer to Illustration (1))

1.3.1 Location. Naval Air Station, Whidbey Island, is situated on a narrow island in Puget Sound between the Strait of Juan de Fuca and Saratoga Passage. The specific geographical location is latitude 48°21'N and longitude 122°39'W and is approximately 3 nautical miles (NM) northwest of the town of Oak Harbor, Washington.

1.3.2 Hours of Operation. The airfield is in operation 24 hours daily, and is closed on all Federal holidays. No-NOTAM preventive maintenance for Precision Approach Radar (PAR) is performed Mondays 0800-1000 local when the weather is 3,000-foot ceiling and visibility 5 miles or better. Airfield operations may be suspended or curtailed temporarily by the Commanding Officer or designated representative based on the following factors:

a. Condition of landing area/airfield repairs.

b. Availability of crash rescue equip-ment.

c. Weather conditions hazardous to flight.

d. Status of air navigation aids.

1.3.3 Navigational Aids. A Class H TACAN, NUW Channel 85, is located on the airfield. The paired frequency for VOR-equipped aircraft is 113.8 MHz (DME only).

1.3.4 Elevation. Field elevation is 47 feet MSL, measured at the approach end of Runway 31.

1.3.5 Magnetic Variation. Local

variation is 20.0 degrees East with a 0.1 degree West annual rate of change.

1.4 AIRFIELD FEATURES

1.4.1 Runways. Runways 7/25 and 13/31 are 200 feet wide and 8,000 feet in length.

a. Runway 7 has a magnetic heading of 067.0 degrees and a 1,000-foot overrun of which the first 200 feet is concrete and the remaining 800 feet is grass.

b. Runway 25 has a magnetic heading of 247.0 degrees and a 700-foot overrun of which the first 200 feet is concrete and the remaining 500 feet is grass.

c. Runway 13 has a magnetic heading of 134.5 degrees and a 1,000-foot overrun of which the first 200 feet is concrete and the remaining 800 feet is grass. (Portion of Runway 13 between 6,000 feet and 5,000 feet remaining not visible from the control tower.)

d. Runway 31 has a magnetic heading of 314.5 degrees and a 1,000-foot overrun of which the first 200 feet is concrete and the remaining 800 feet is grass. (Portion of Runway 31 between 3,000 feet and 2,000 feet remaining not visible from the control tower.)

WARNING

Runway overruns are graded, stabilized areas at the end of the runway which reduce the risk of damage to aircraft in the event of an undershoot, overshoot or excursion from the runway. They are capable, under dry conditions, of supporting the occasional passage of aircraft without causing significant structural damage. While overruns are clear of unnecessary obstacles, aircrew should be alert that under wet conditions, aircraft may sink below ground level and impact concrete foundations which house flush mount approach lights.

1.4.2 Helicopter Takeoff/Landing Areas

a. Any runway or taxiway surface may be used for helicopter takeoffs/landings.

b. Helo Pad Echo - located at the northwest end of Taxiway Echo.

c. Helo Pad Alpha North - located on Taxiway Alpha, north of the Quarterdeck.

d. Helo Pad Alpha South - located on Taxiway Alpha, south of the Quarterdeck.

e. Helo Pad Charlie - located on Taxiway Charlie between Taxiway Echo and the Compass Rose access.

f. Compass Rose - may be used when traffic condition warrants, daylight only (unlighted).

1.4.3 Taxiways

a. Taxiway Alpha - located on the west side of the airfield, between the aircraft hangars and Taxiway Echo. Equipped with green centerline lights only. (Portion of Taxiway Alpha abeam of Hangar 1 not visible from the control tower.)

b. Taxiway Bravo - located between the approach ends of Runways 7 and

13.

c. Taxiway Charlie - located between the approach end of Runway 25 and the main parking ramp; it crosses Runway 13/31.

d. Taxiway Delta - located between the approach end of Runway 31 and the main parking ramp; its use is affected by the Hazardous Cargo/ Combat Aircraft Loading Area.

e. Taxiway Echo - located on the west side of the airfield, and parallel to Taxiway Alpha; its use is affected by the Hot Pit Refuel Area.

f. Taxiway Foxtrot - located between Taxiway Charlie and Runway 25 (approximately 6,000 feet remaining).

g. Taxiway Golf - located mid-field, north of the fuel bladders and receiver site. Vehicle use only due to surface deterioration. Unlighted.

h. Taxiway India - located mid-field, south of the fuel bladders and receiver site. Vehicle use only due to surface deterioration. Unlighted.

i. Taxiway Kilo - located between Taxiway Charlie and Taxiway India. Unlighted.

j. Angle Taxiway - located between Taxiway Echo and Runway 7/25, approximately 2,000 feet from the approach end of Runway 7.

k. High Speed Taxiway - located between Taxiway Delta and Runway 13/31, approximately 1,800 feet from the approach end of Runway 31.

CAUTION

Exercise extreme vigilance on Taxiways Alpha and Echo due to the presence of uncontrolled vehicular/pedestrian traffic.

1.4.4 Runway/Taxiway Marking. Runways and Taxiways are marked following standard criteria. A lighted simulated carrier deck is located approximately 800 feet from the approach end of each runway, port side, and are 800 feet in length.

1.5 WHEEL AND LOAD CAPACITY. Maximum aircraft weight limits are specified in DOD Flight Information Publication, IFR Supplement.

1.6 EMERGENCY ARRESTING GEAR

1.6.1 Primary Arresting Gear. E-28 bi-directional and E-5 chain overrun arresting gears are installed on each runway, location depicted in Illustration (1) and as noted in Table 1.

ARRESTING GEAR LOCATIONS (from approach end)

Runway	Type	Location
7	E-28	2,425'
25	E-28	1,930'
13	E-28	1,420'
31	E-28	1,925'

Table 1

1.6.2 Runway Configuration. Wind and weather permitting, an off-duty runway is the first choice for pre-planned arrested landings since this procedure causes minimal disruption to

normal traffic. Accordingly, to facilitate section departures and large aircraft landings, the active runway's short field gear will normally be derigged except under the following conditions:

a. Winds greater than 12 knots.

b. Weather at or below circling minimums.

c. Standing water on the active runway.

d. Other conditions as determined by the Operations Officer, ODO or Control Tower Supervisor; i.e., Divert Alerts, Fly-ins, multiple emergencies, single runway operations, etc.

Note

ATIS Broadcast will contain arresting gear status.

1.6.3 Operational Limits

1.6.3.1 Rigging/Reset Times. Under normal conditions, a minimum 10-minute notice is required to rig the derigged short field gear. After engagement, minimum rerigging time is 10 minutes. A greater amount of time may be necessary contingent upon arresting conditions, and nature of the emergency.

1.6.3.2 Engagement Weight/Speed. The maximum limits for engagements vary according to weight and speed. Though not inclusive, 160 knots and 60,000 pounds can be used as a general rule of thumb. It is expected that brakes will be applied when speed is reduced to about 20 knots to prevent two-blocking the arresting gear. Engagement at near maximum weight and speed should be avoided whenever possible to preclude the possibility of arresting gear failure. Engagement weight and speed must be accurately reported to the tower immediately following engagement to determine if a cross deck pendant change is required. Flashing arrows on each side of the runway denote E-28 arresting gear locations. An activated yellow strobe at the arresting gear engine indicates an "out-of-battery" condition.

CAUTION

Landing on arresting gear cables should be avoided. Contact may result in damage to the cable and aircraft.

1.6.4 Overrun Arresting Gear. E-5 unidirectional chain arresting gear is located 15 feet into the overrun area for each runway. It is rigged at all times and is available for aborted take offs and long field arrestments. Overrun arresting gear is not marked/lighted.

WARNING

E-5 Chain gear may not stop aircraft if, during wet conditions, aircraft sinks below ground level and its progress is impeded by impact with concrete foundations of flush mount approach lights.

WARNING

Engagement of the chain gear in the opposite direction will result in cable or hook failure, aircraft damage, and may result in injury or loss of life to personnel.

1.7 LIGHTING FACILITIES

1.7.1 Runways. Variable high intensity runway lights are operated by the control tower, simultaneously with the threshold, circle guidance, runway distance marker and windsock lights. Arresting gear arrows are operated independently from the control tower.

Note

Circle Guidance Lights are installed adjacent to each runway distance marker to assist pilot orientation during a circling approach in reduced visibility conditions.

1.7.2 Approach Lighting Systems. Variable intensity approach lights are available on all runways except Runway 7. The associated sequenced flashing lights (strobes) have no intensity control.

a. Runway 25. "U.S. Standard (A-1)" type approach lighting system with sequenced flashing lights and single roll guidance bar.

b. Runway 13. "U.S. Standard (A-1)" type approach lighting system with sequenced flashing lights, roll guidance bars, TDZL and centerline lights.

c. Runway 31. "U.S. Standard (A-1)" type approach lighting system with sequenced flashing lights, roll guidance bars and centerline lights.

d. Runway 7. No approach lighting system.

1.7.3 Carrier Deck. Simulated carrier decks are lighted by a 4-step lighting system controlled by the Landing Signal Officer (LSO).

1.7.4 Fresnel Lens Optical Landing System (FLOLS). MK-8/MOD I FLOLS are installed on the port side of each runway, approximately 1,000 feet from threshold. Lens angle and light intensity are controlled at the site by the Fire Department/LSO. Simultaneous activation of FLOLS waveoff lights and runway waveoff cluster lights is available in the control tower. MOVLAS is not available at Ault Field.

1.7.5 Arresting Gear. E-28 arresting gear are identified by internally lighted yellow arrows. They are activated from the control tower.

1.7.6 Waveoff Lights. Runway waveoff cluster lights are located on both sides of each runway, 900, 1,700 and 2,500 feet from the approach end. They are tested daily and activated only from the control tower.

1.7.7 Taxiways. Standard variable intensity blue taxiway lights are used. Variable intensity green bi-directional centerline lights are located on Taxiway Alpha, Runway 13 High Speed Taxiway, and Runway 25 Angle Taxiway.

1.7.8 Rotating Beacon. A standard dual-peaked white and green rotating beacon is located atop the control tower. When the airfield is open, the beacon is operated continuously from sunset to sunrise, and during daylight hours when the airfield is IFR.

1.7.9 Obstructions. Obstructions in the vicinity of the airfield are marked with standard red lights.

1.8 SERVICE FACILITIES

1.8.1 Maintenance Facilities. The Aircraft Intermediate Maintenance

Department (AIMD) is capable of performing intermediate level maintenance functions for tenant and transient units. Functions provided include emergency calibration support, ground support equipment, tire/wheel build-up and precision measuring equipment. AIMD provides technical advice and assistance within their capability.

1.8.2 Organizational Maintenance. The Transient Line crew is available to assist in parking and routine servicing of transient aircraft and provides radio-equipped vehicles for escort/"follow-me" services. Limited maintenance is available from 0700-1500 local Monday-Friday; no maintenance available Saturday, Sunday, and holidays. Contact Transient Line, extension 7-6708.

1.8.3 High-Power Turn-ups. A high power turn-up is defined as one that requires more than 75 percent power for jets, or greater than 1,000 indicated shaft horsepower for P-3s and other large turboprops.

1.8.3.1 High Power Turn-up Areas. The primary high power turn-up area is located just south of Taxiway Charlie as depicted on Illustration (1). The area is used on a first-come-first-served basis; scheduled through the Operations Duty Officer at extension 7-2681. With approval of the control tower, high power turns may be conducted on a runway (jets a minimum 300 feet from approach end) or in runway hold short areas (turboprop and C-9 only).

1.8.3.2 Policy

a. High power turns shall be conducted only in designated turn-up areas or on/adjacent to a runway. Flight line high power turns are not authorized. There will be no exceptions.

b. High power turn-ups shall not be made by any aircraft prior to 1200 on Sundays, or between the hours of 2200-0700 for jets/2400-0700 for turboprops **(Noise Abatement Procedure)** unless considered an operational necessity. In this case, operational necessity is defined as preparation for missions other than routine local training and functional check flights terminating at Whidbey. Squadron Duty Officers shall coordinate these requests, and requests for turns between 0700-0730, a minimum 24 hours in advance with the NAS Operations Duty Officer, extension 7-2681; however, final approval rests with the Operations Officer.

Note

Aircraft shall be towed into or out of the primary high-power turn-up area as the entrance/exit to this area does not meet taxiway safety criteria.

1.8.4 Compass Rose. A compass rose is located just north of Taxiway Charlie. Schedule coordinator is the Operations Duty Officer, extension 7-2681/7-2682.

1.8.5 TACAN Check Points. Four check points are available; one at the approach end of each runway:

a. Runway 13. Bearing 144/Radial 324 Distance 0.4NM.

b. Runway 7. Bearing 029/Radial 209 Distance 0.5NM.

c. Runway 25. Bearing 267/Radial 087 Distance 0.8NM.

d. Runway 31. Bearing 310/Radial 130 Distance 0.9NM.

1.8.6 Windsocks. Lighted windsocks are located at the approach end of all runways. Additional windsocks are located atop Hangar 1 and at the Flying Club.

1.8.7 Fuel, Oil, and Oxygen

1.8.7.1 General. For fuel, oil, and oxygen availability consult the IFR En Route Supplement. Refueling and oxygen servicing facilities are available for most military aircraft. Pilots of transient aircraft are to notify Whidbey Base Operations on 350.0 MHz of ETA and fuel logistic requirements.

1.8.7.2 Aircraft Fueling/Defueling. The following fueling priorities shall be followed, except as modified by the NAS Whidbey Island ODO:

a. SAR/MEDEVAC.

b. Aircraft and equipment assigned to ready alert, red label, special operations, or missions

c. Joint Operational Support Airlift Center.

d. FCLP aircraft and FAA aircraft engaged in local flight check operations.

e. All locally-based and transient aircraft on a first-come-first-served basis.

1.8.7.3 Hot Refueling. Standard operating procedures for hot refueling are contained in NASWHIDBEYINST 10340.7A. In-ground hot refueling pits are not available at NAS Whidbey Island. A pantograph, which is an extended arm connected to a refueling truck, is used. Personnel assigned to hot refueling crews are required to view the pantograph refueling video prior to operating with the pantograph. Point of contact is Supply Department, Fuels Division at extension 7-3101.

1.8.8 Towing Aircraft. The towing of aircraft shall be accomplished in accordance with applicable operating/ safety instructions. In addition, aircraft being towed at night on a taxiway/runway shall have appropriate taxiway/runway lights illuminated.

1.8.9 P-3 Aircraft Wash Rack. A taxi-through wash rack is located south of Taxiway Delta, between Taxiways Alpha and Echo. Activation is accomplished by taxiing over the weight activated sensor in a southbound direction.

1.9 AIRFIELD USE BY CIVIL AIRCRAFT

1.9.1 Authorization. Under normal circumstances, civil aircraft may not land at this station or OLF Coupeville, unless a current Civil Aircraft Landing Permit (DD Form 2401), Civil Aircraft Hold Harmless Agreement (DD Form 2402), and Civil Aircraft Certificate of Insurance (DD Form 2400) have been submitted and approved by COMNAV-FACENGCOM, Alexandria, VA, or by the Commanding Officer. Requests for use of these facilities shall be made in advance to the Operations Officer. Forms may be obtained from the Operations Duty Officer, Bldg. 385. SECNAVINST 3770.2 applies.

1.9.2 Emergency Use. If a civil aircraft makes an emergency landing at

Ault Field or OLF Coupeville, the ODO shall prepare a record of the event including a written statement from the pilot explaining the circumstances that led to the incident. In addition, the pilot must complete a Civil Aircraft Landing Permit (DD Form 2401), Civil Aircraft Hold Harmless Agreement (DD Form 2402), and Civil Aircraft Certificate of Insurance (DD Form 2400).

1.9.3 Flight Plans. All operators of civil aircraft, except Whidbey Island Navy Flying Club aircraft on local flights and aircraft registered or leased by the FAA, are either required to file FAA Form 7233-1/DD-175 with the Flight Planning Dispatcher if the flight is originating from NAS Whidbey, or must have subsequent flight plan legs (stopover) on file with Flight Service prior to the aircraft's arrival at NAS Whidbey.

1.10 FOREIGN OBJECT DAMAGE (FOD) PREVENTION. FOD prevention is the responsibility of all persons who work within the airfield complex. Units occupying hangar spaces and ramps are responsible for maintaining an active FOD prevention program in assigned areas. Conditions noted which require corrective action beyond the capability of the tenant activity shall be reported to the ODO. Adverse conditions noted on the runways, taxiways, and field areas shall be similarly reported (via the control tower if an immediate hazard exists). Sweeper trucks are available 24 hours daily, Monday-Friday. Weekends and holidays require specific requests/overtime. Contact the ODO at ext. 7-2682.

1.11 RUNWAY CONDITION REPORTS

a. Runway condition and braking action reports will be solicited from pilots by the tower when conditions warrant and will be provided over ATIS and Weathervision. The quality of braking action is described by the terms "good," "fair," "poor," "nil," or a combination of these terms. These terms are relative and their significance is dependent upon the time the report was received, the type of aircraft flown by the pilot making the report, compared to the type of aircraft flown by the pilot receiving the report.

b. During snow/ice conditions, the Operations Duty Officer shall ensure hourly braking action reports are taken by Operations Department personnel using decelerometer testing equipment. Runway Condition Readings (RCR) will be passed to weather and the control tower for broadcast. Current outside air temperature and surface condition (wet or dry) may be obtained from Approach Control, Ground Control, or Weathervision. Runway temperature may be obtained from METRO 344.6 MHz.

1.12 SEARCH AND RESCUE (SAR) HELICOPTER. NAS Whidbey Island maintains SAR assets primarily for the support of local naval air operations. The SAR helicopter maintains day and night/IFR over water and day VFR mountain rescue capability. Normal alert conditions consist of the following:

a. Condition II - approximately 15 minutes to launch.

b. Condition III - approximately 30 minutes to launch.

Alert conditions are maintained at various times. The Operations Duty

Officer (ODO) maintains the status of the SAR alert crew posture and should be contacted for SAR services, Commercial (360) 257-2681/2, DSN 820-2681/2. Refer to NASWHIDBEY-INST 3130.1M.

1.13 MEDICAL EVACUATION (MEDEVAC) FLIGHTS

a. MEDEVAC flights will normally be flown by aircraft assigned to the Naval Air Station. Flights will be coordinated by the Operations Duty Officer.

b. The Naval Hospital helicopter landing area, located at the southeast corner of the hospital does not meet NAVFAC/NAVAIR criteria for "helipad" designation due to pavement size as well as proximity of roads, parking lots, and buildings. As such, this area will only be used if an operational benefit can be achieved and life safety is involved. When the area is to be used, or is anticipated to be used, the ODO and Naval Hospital (extension 7-9500) will coordinate as far in advance as possible. In the event of an **immediate emergency** situation, Crash/Fire personnel will be notified by tower operators to provide emergency equipment at the landing area. A windsock is located atop the Naval Hospital adjacent to the helicopter landing area. At night, landing area lights will be turned on by hospital personnel if the area is to be used.

CHAPTER 2

CLEARANCE OF AIRCRAFT

2.1 GENERAL. Chapter IV of reference (b), NATOPS General Flight and Operating Instructions, establishes policy, requirements, and general procedures applicable to flight authorization, planning, and approval. The intent of this chapter is not to be restrictive nor derogate pilot responsibility, but to clarify local procedures to ensure that the air traffic control system can provide timely and correct flight-following of flights from NAS Whidbey Island.

2.2 DEFINITIONS

2.2.1 Flight Plan Approval Authority. The pilot in command/formation leader is responsible for filing a flight plan, or ensuring the aircraft is on the squadron's daily flight schedule.

2.2.2 Flight Plan. Sufficient information relative to a flight to ensure air traffic control authorization to proceed under specified conditions within controlled airspace can be received, and to satisfy needs of ATC facilities that guard or flight follow the event.

2.2.3 Local Flight. Flight originating and terminating at NAS Whidbey Island conducted within the local flying area. (Illustration 2)

2.3 FLIGHT PLANNING

2.3.1 Flight Planning Service Facilities. Flight Planning, weather, and air traffic coordinating services are available on the ground floor of NAS Operations, building 385. Planning materials, charts, and NOTAMS are available. A limited supply of charts and publications is available for transient aircrews.

Note

Tenant units are expected to maintain their own automatic distribution of FLIP products and flight plan forms. The NIMA office at NAS North Island (DSN 735-6070) issues charts, flight information publications and other navigational products, and can provide assistance with automatic distribution procedures as defined in the DOD Catalog of Aeronautical Charts and Publications.

2.3.2 Special Use Airspace Scheduling. Offshore Warning Areas, inland Military Operating Areas (MOAs), and Military Training Routes (MTRs) under the cognizance of NAS Whidbey Island are scheduled by the Range Schedules office at 7-2877. This office also schedules FCLP and traffic pattern periods at Ault Field and OLF Coupeville. Normal hours of operation are Monday-Friday, 0700-1530.

2.4 FLIGHT PLAN FORMS

2.4.1 DD 175 (Military Flight Plan)

a. This form shall be used for military domestic flights, including those into Canada, except those posted on a squadron daily flight schedule.

b. This form shall be filed at least 45 minutes prior to ETD.

2.4.2 DD 1801 (DOD International Flight Plan)

a. This form shall be used for flights entering international airspace (other than Canada), including those entering/ terminating in Alaska.

b. This form shall be filed at least 2 hours prior to ETD.

c. An "oceanic flow time" will also be required for flights filed on or west of 126 degrees west longitude. Pilots shall contact Clearance Delivery 30 minutes prior to ETD with a "wheels-in-the-well" estimate. Oceanic Control will issue a 10-minute departure window based on this ETD.

2.4.3 Squadron Flight Schedule

a. This schedule may be used for VFR flights within the local flying area not requiring use of a DD 175. It is the normal means of filing local training flights. At NAS Whidbey Island, IFR flights in the following categories are permitted to use a flight schedule:

(1) NAS Whidbey Island coded route flights (FAIROPS)

(2) FCLPs, and Whidbey Local Instrument Flights.

b. Three copies of flight schedules, including those stating "no scheduled flights," shall be submitted to NAS Operations by 1800 the evening prior to flight.

c. Amendments, additions, and cancellations to the flight schedule **shall** be made by the Squadron Duty Officer to the Flight Planning Dispatcher at extension 7-2884/7-2885 at least 45 minutes prior to ETD. Changes to ETD must be received no later than 2 hours after filed ETD; otherwise, the flight plan will be automatically dropped by the ARTCC computer.

d. Commanding Officers/Officers-in-Charge shall ensure that pilots have reviewed current NOTAMS and obtained a weather brief by an authorized forecaster. The CO/OIC signature serves to signify requirements listed in reference (b), paragraph 4.4.5 shall be assured prior to flight.

e. VAQ (EA-6) tenants shall use the VAQ-129 flight schedule format.

2.4.4 FAA 7233-1 Flight Plan Form.

This form may be used in lieu of the DD 175 for civil aircraft originating at NAS Whidbey Island. It shall be filed 45 minutes prior to ETD.

Note

SAR/MEDEVAC flights are exempt from flight plan form usage when responding to urgent requirements.

2.5 FAX FLIGHT PLAN FILING

a. Locally based aviation units may file DD 175/DD 1801 flight plans with the Flight Planning Branch via FAX. Receipt of the flight plan is required at least 45 minutes prior to ETD for DD 175s and 2 hours for DD 1801s. Flying club members may file FAA 7233-1 flight plans in this manner as well. FAX number is 257-3453 (7-FILE).

b. Do not FAX cover/transmittal sheets; FAX only the flight plan form. Ensure signature of approval authority is included. Confirm receipt of flight plan(s) with the Flight Planning Dispatcher at extension 7-1601 within

5 minutes of FAX transmission.

c. FAX procedures do not waive preflight planning and weather briefing requirements as stated in paragraphs 4.3.1 and 4.6.3 of reference (b).

d. FAX procedures are not to be used for distribution of Squadron Daily Flight Schedules. Normal multi-copy delivery procedures apply.

2.6 FAIROPS FLIGHTS. Fleet air operational training flights require IFR filing of coded routes with Seattle ARTCC. FAIROPS flights will be scheduled and filed per NASWHIDBEY-INST 3722.3A. Deviation from this instruction will necessitate filing a DD-175. FAIROPS changes, amendments, additions, or cancellations shall be forwarded to the Flight Planning Dispatcher by the Squadron Duty Officer at least 45 minutes prior to ETD. They will not be accepted by the Flight Planning Dispatcher via radio.

2.6.1 Destination. NAS Whidbey Island is the destination for all FAIROPS flights, except for the VR-1352 route, and shall meet destination filing criteria as set forth by reference (b).

2.6.2 IFR Procedures. Aircraft that are operating on FAIROPS flight plans are on an IFR flight and pilots are responsible for complying with normal IFR procedures. A copy of the filed coded flight plan shall be carried with the pilot for ready reference. Whidbey Flight Planning is responsible for flight guarding all round-robin flights. Any extension of a flight beyond the filed estimated time of arrival (ETA) must be forwarded to Whidbey Approach Control, Tower, or any FAA Flight Service Station for relay to NAS Whidbey Flight Planning.

2.7 FUNCTIONAL CHECKFLIGHT (FCF) FILING. The following special procedures are used for FCFs:

a. Units shall indicate the desired FAIROPS FCF Route (from NASWHIDBEYINST 3722.3A) on the daily flight schedule EXCEPT record ETD as TBA.

b. Squadron Duty Officers need not call Flight Planning to activate this FAIROPS.

c. When the FCF pilot is satisfied the aircraft is up for test flight and ready for taxi, the pilot shall call Flight Planning on 350.0 MHz (BASEOPS) to activate the flight plan.

d. The Flight Planning Dispatcher will acknowledge this request and make the necessary computer input. The pilot should be able to request clearance within 5 minutes.

e. For add-on FCFs, the Squadron Duty Officer must provide initial route notification to Flight Planning (extension 7-2884) with ETD as TBA. Then, above pilot activation procedures apply.

2.8 CALL SIGN USE

2.8.1 Local Flights. Reference (b) prohibits use of call signs not specifically assigned to units in publication JANAP 119. Additionally, tactical call signs may not be abbreviated, or contain more than seven characters/numbers. The call sign must also be a pronounceable word. Locally based aircraft may only use tactical voice call signs for local flights if they comply with JANAP 119/FLIP requirements. Exception:

when the flight will remain solely in Whidbey Approach/Tower airspace; i.e., FCLPs, GCAs, to/from Coupeville. Table 2 contains authorized JANAP call signs.

Note

Squadron nicknames are not normally the authorized JANAP 119 call sign. Accordingly, those units unable to use the JANAP call sign must use either tail letter/side number (MODEX) or BUNO for flight plan filing.

2.8.2 Cross-country Flights. Arriving or departing) shall use tail letter/side number call signs; e.g., NG 631. Additionally, aircrews shall not arbitrarily change call sign on subsequent leg(s) of a stopover flight plan.

2.9 SPECIAL OPERATIONS/ EXERCISE SUPPORT

a. Fleet units desiring to use NAS Whidbey Island for detachment or special exercises shall become thoroughly familiar with local operating procedures published in this manual and in NASWHIDBEYINST 3722.3A and 3770.1A. Specific items which should be published by Letter of Instruction (LOI), as well as briefed to all aircrews, include:

(1) Local course rules, with emphasis on noise abatement procedures.

(2) Flight clearance authorization.

(3) Exercise area/route scheduling, coordination, communications, procedures and restrictions.

(4) Weather minimums for each area, route, or exercise conducted.

(5) Coordination, control, and area clearance, if applicable, when operations are beyond domestic airspace (e.g., Canadian, off-shore warning areas).

(6) Ordnance plans and fueling requirements.

(7) SAR and aircrew survival considerations (mountainous terrain, cold water survival).

(8) Safety.

b. Detachment/exercise LOIs shall be forwarded to NAS Whidbey Island (NAS N00, N3, N33, N38, N305, N414, N4152, N42, N8) a minimum of 2 weeks prior to scheduled deployment/ exercise.

c. In order to comply with regulations imposed by the Federal Aviation Administration (FAA), during special exercises, deviations to NASWHIDBEYINST 3722.3A/3770.1A and this manual are permitted only when authorized by NAS Whidbey Island (Operations Officer).

2.10 NOTAMS. NOTAMS are on the web via the station LAN, address (http://www.notams.jcs.mil/cgi/milsum.cgi). Each on board squadron will be required to obtain their own NOTAMS via the LAN. If the LAN is not on line, or a returning squadron is not yet on line, base operations will relay via fax requested NOTAMS by calling 7-2884/5 or 7-2681. A computer terminal for NOTAMS is also available at base operations. Base Operations no longer maintains paper copies of

NOTAMS.

AIRCRAFT CALL SIGNS

Community	Type	Squadron	Modex	JANAP Callsign
Helo	S61R	NAS	FW	None
Transport	BE-20 C-9	NAS VR-61	7G RS	None Gunsight
VAQ	EA-6B	VAQ 128 VAQ 129 VAQ 130 VAQ 131 VAQ 132 VAQ 134 VAQ 135 VAQ-137 VAQ 138 VAQ 139 VAQ 140 VAQ 141 VAQ 142	NL NJ AC NE AA NL NH AB NG NK AG AJ NL	Fenix Red Eagle Robby Skybolt Swampfox Garuda Black Raven Rook Rampage Ghost Walker Stinger Outlaw Timber
VP	P-3	VP-1 VP-40 VP-46 VP-69	YB QE RC PJ	Back Door Wiseman Messman Farnsworth
VQ	EP-3	VQ-1	PR	Deepsea

Table 2

2.11 WEATHER SERVICE

a. A Flight Weather Briefing, (DD 175-1), is required for each departing flight. A Flight Weather Briefing shall be completed by a qualified forecaster. Flight briefings are available 24 hours a day from NAVPACMETOCDET Whidbey Island and may be conducted in person or via telephone. Aviators may call the flight weather desk (7-2244/1296) and request a DD 175-1 be faxed to their squadron. The flight forecaster will require the following from the aviator:

(1) Aircraft call sign.

(2) Departure time.

(3) Flight level.

(4) Destination/alternate route.

(5) Last name of pilot.

(6) Fax number.

For briefings conducted via telephone, it is the pilot's responsibility to complete the DD 175-1. Each briefing will be assigned:

a. Flimsy Briefing Number, and Weather Briefed Time in Void Time. Extensions can be obtained by calling the flight weather desk or METRO 344.6 MHz. Copies of all briefings are retained by NAVPACMETOCDET for a one-year period.

b. In addition to standard DD 175-1 briefings, NAVPACMETOCDET provides:

(1) Strike/Tactical/Meteorological/ Oceanographic briefs, as requested.

(2) Aviation/surface support via the NAVPACMETOCDET Whidbey Island Homepage at http://wxl.naswi.navy.mil.

(3) An hourly updated OPAREA weather brief that is taped and rebroadcast at 15-minute intervals and may be used for most flights in the Pacific Northwest.

2.12 WEATHER MINIMA

2.12.1 Weather Minima for NAS Whidbey. Table 3 contains weather minima for operations not listed in FLIP. Ceilings are in feet AGL, visibility in statute miles.

WEATHER MINIMUMS

Operation	Minimums
Basic VFR	**1000'/3**
Vectors to visual approach/break.	**2300'/3**
SVFR FCLP	**800'/3**
CCAs	**400'/1**
Coupville FCLP	**1700'/3 Cpvl ASOS**
Fly-bys: More than 5 a/c)	**3000'/5**
: 5 or less	**2300'/3**

Table 3

2.12.2 Special VFR (SVFR). Authorized per paragraph 5.2.4 of reference (b).

2.12.3 Landing Minima. As depicted for each approach and runway in the DOD FLIP US Terminal Instrument Approach Procedures.

2.12.4 Take off Minima. Per paragraph 5.3.2.1 of reference (b).

Note

Although weather criteria may be reported as suitable for specific operations, certain restrictions may be initiated by the control tower when poor visibility conditions restrict the controller's ability to maintain visual contact with aircraft in the traffic pattern. Restrictions will be included on Weathervision and broadcast on ATIS.

2.13 CLIMATIC SUMMARY

a. The climate of Whidbey Island is characterized as moderate with a well-defined rainy season, and considerable cloudiness. Temperatures are generally mild and influenced heavily by the surface water temperature of the Puget Sound. Fog is a significant phenomenon during the summer and early fall months but may occur year round. Although situated in a region known for abundant rainfall, NAS Whidbey Island is well sheltered by the Olympic Mountains and experiences annual rainfall amounts of less than 19 inches. Prevailing surface winds are from the southeast (October-March) and southwest (April - September). The strongest winds (greater than 50 knots) occur from the southeast and are generally associated with strong winter storm systems that usually last for less than 12 hours. Snowfall occurs from October through May, and due to the close proximity of the waters of Puget Sound, normally does not hamper airfield operations. The annual snowfall average is 8 to 9 inches. Snowfalls, however, have deviated from the norm, and snow accumulations in excess of 10 inches followed by persistent subfreezing temperatures have occurred.

b. The best month for flying conditions is April and the worst months are September through January.

c. More detailed meteorological information may be obtained from NAVPACMETOCDET Whidbey Island, extension 7-2246/7-1296.

CHAPTER 3

COURSE RULES

3.1. GENERAL. NAS Whidbey's course rules are designed to promote safety in air operations and to meet fleet training requirements. The mixture of turboprop, jet powered aircraft, helicopters, and noise abatement restrictions results in complex traffic patterns and procedures.

3.1.1 Annual Course Rules Brief. Aircrew operating from units located at NAS Whidbey shall be familiar with and knowledgeable about course rules and procedures contained in this manual. Squadrons shall obtain an annual course rules brief so that aircrews maintain currency with course rules. Squadrons needing an annual, arriving, departing, or refresher brief shall contact Air Traffic Control (N33), extension 7-2132, to schedule a briefing.

3.2 NOISE ABATEMENT

3.2.1. General. Arrival/departure corridors and flight patterns may be over noise sensitive areas. Aircrews shall, to the maximum extent possible, employ prudent airmanship techniques to reduce aircraft noise impacts, and to avoid noise sensitive areas except when being vectored by radar air traffic control, or specifically directed by the control tower. Aircraft shall not be flown over the Clover Valley School, Naval Hospital, Whidbey Apartments, AUW Weapons compound, magazines, or, to the maximum extent possible, other air station buildings. **(Noise Abatement Procedure)**

3.2.2 Sunday Operations. Noise abatement procedures require arrivals, except scheduled FCLP/CCA aircraft, to make full stop landings only 0730-1200 local Sunday. **(Noise Abatement Procedure)**

3.2.3 Runway Use Program (Table 4)

NASWI RUNWAY USE PROGRAM

PRIMARY OPERATION	RWY	WHEN	WIND/ TAILWIND	LIMITS/ REMARKS
Landing	7	Con't	5kts-less/ less 3kts	IMC
Departure	25	Con't	less than 3/ 5kts-less	Traffic Permitting
Departure	13	Ops on RWY 7	less 3 kts/ 5kts-less	Ops on RWY 7
Morning Departure	25	< 0800 local	5kts-less/ less 3kts	Traffic permitting
Evening Arrivals	7	> 2200 local	5kts-less/ less 3kts	Traffic or IMC
FCLP	7	Con't	N/A/ 8 kts-less	Tail 8 kts or less

Table 4

a. Runway 7 is designated the primary landing runway when the wind is 5 knots or less with a direct tailwind component no greater than 3 knots. In the interest of safety, consideration should be given to use of a runway with approach and/or centerline lighting during IMC. **(Noise Abatement Procedure)**

b. Runway 25 is designated the primary departure runway when the wind is 5 knots or less with a direct tailwind component no greater than 3 knots and no operations are being conducted or expected on Runway 7. If Runway 7 operations preclude the use of Runway 25 for departures, Runway 13 will be used as the departure

runway when the wind is 5 knots or less with a direct tailwind component no greater than 3 knots. **(Noise Abatement Procedure)**

c. Wind component and traffic permitting, morning departures prior to 0800 shall use Runway 25 to maximize overflight of open water. **(Noise Abatement Procedure)**

d. Wind component and traffic permitting, evening arrivals after 2200 shall use Runway 7 to maximize overflight over open water. In the interest of safety, consideration should be given to use of a runway with approach and/or centerline lighting during IMC. **(Noise Abatement Procedure)**

e. Runway 7 is the mandatory VFR FCLP runway when the crosswind component is 8 knots or less with a direct tailwind component no greater than 3 knots.

f. To reduce traffic conflicts between FCLP aircraft and arriving radar controlled aircraft, approaches shall be conducted on the FCLP runway in use.

g. Aircraft departing IFR for radar approaches initially, with subsequent entry into the FCLP pattern, may depart from the FCLP runway in use.

h. In the interest of safety, consideration should be given to use of a single runway when the tower visibility is less than 1 mile or at discretion of control tower supervisor.

i. If, in the interest of safety, a runway different from that specified in the runway use program is preferred, the pilot is expected to advise ATC accordingly. ATC will honor such requests, and advise pilots when the requested runway is not the preferred noise abatement runway.

3.3 AIRCRAFT PRIORITY. The primary purpose of the ATC system is to prevent a collision between aircraft operating in the system and to organize and expedite the flow of traffic. As such, ATC service is normally provided on a first-come-first-served basis in order to ensure a safe, efficient sequence of aircraft. When traffic conditions dictate, the following priority sequencing will be used:

a. Emergencies; aircraft in distress

b. SAR/MEDEVAC aircraft

c. Instrument approaches/departures

d. Field Carrier Landing Practice

e. Other aircraft

Note

When three or more aircraft are in the FCLP pattern, other practice approaches (PAR, TACAN, etc.) shall be to full stop landings only.

3.4 TAXI INSTRUCTIONS

3.4.1 Ground Control. Contact Ground Control for taxi instructions and remain on ground control frequency until ready for takeoff or instructed to switch to another frequency. Aircrew requiring "hard departure times" in order to make target/SUA/MTR entry times shall advise Clearance Delivery on initial contact. ATC clearance should be requested on clearance delivery frequency prior to requesting

taxi instructions. Aircrew desiring to contact base radio must obtain approval from Ground Control and monitor guard when on a frequency other than ground control.

3.4.2 Formation Flights. Formation leaders may request taxi instructions for their entire flight; however, each side number must be given on initial contact if the flight has not filed a DD 175. To facilitate "flight following," the same call sign shall be used for the entire flight.

3.4.3 Taxi Safety and Speed. All aircraft shall be taxied at a safe rate of speed. When taxiing near obstructions or other aircraft, a qualified taxi director shall attend the taxiing aircraft to ensure safe movement. No taxiing aircraft shall overtake or pass other taxiing aircraft or vehicles without tower approval.

CAUTION

Exercise extreme vigilance on Taxiways Alpha and Echo due to the presence of uncontrolled vehicular/pedestrian traffic. A portion of Taxiway Alpha abeam of Hangar 1 is not visible from the control tower.

3.4.4 Emergencies. Taxiing/towed aircraft sighting emergency vehicles displaying flashing red lights, or having knowledge the tower is controlling an emergency, shall stop and hold their positions until authorized by the tower to proceed.

Note

Emergency vehicles may display rotating red lights while working on the non-active runway. This may not constitute an emergency, but is used to provide the tower with the location of vehicles servicing arresting gear, Fresnel lens, etc. Additionally, airfield sweeper trucks and follow-me trucks display flashing yellow lights while operating on the airfield.

3.4.5 Taxi Routes. Aircraft shall taxi to/from the active runway via the most direct route, unless otherwise directed by Ground Control. Aircraft issued taxi instructions to a runway are not required to call before crossing the alternate runway unless specific holding instructions are included in the taxi clearance. All aircraft shall hold at least 175 feet clear of the active runway until cleared for takeoff. Landing aircraft shall change to ground control frequency when clear of the runway.

3.4.6 Warmup Area. Jet aircraft shall be positioned to prevent jet blast erosion of asphalt stabilized shoulders bordering the aprons.

3.5 DEPARTURE INSTRUCTIONS

3.5.1 ATIS. ATIS provides pertinent departure information and is broadcast on 280.3 MHz/134.15 MHz.

3.5.2 Takeoff Clearance. No aircraft shall take the runway or takeoff without specific clearance from the control tower. Pilots shall acknowledge "position and hold" instructions. Aircraft cleared for takeoff **are expected to depart without delay**. Any expected delay on the runway must be reported to the tower prior to calling for takeoff. Practice aborted takeoffs shall be pre-coordinated with the ATC Facility/ODO via telephone at 7-2681 and require real-time control tower approval.

3.5.3 Formation Takeoffs. Guidelines concerning formation takeoffs are contained in paragraphs 5.1.9.3 and 5.1.9.4 of reference (b). Formation flights requesting other than simultaneous takeoff roll (non-standard departure interval) shall make request to the tower of such prior to taxiing into position on the active runway. If weather conditions do not meet reference (b) criteria, pre-coordinate with the ATC Facility Watch Supervisor at extension 7-2887 for short-range/ individual clearances to facilitate on-top rendezvous/join-up.

3.5.4 Intersection Takeoffs. Intersection takeoffs provide a flexible means of avoiding congestion in warm-up and weapons loading areas. Intersection takeoff runway remaining distances are contained in Table 5.

RUNWAY REMAINING DISTANCES

Intersection	7	25	31	13
Angle TXY	5,600	2,300	n/a	n/a
Runway 13/31	3,750	4,200	n/a	n/a
Taxiway F	2,150	5,750	n/a	n/a
Runway 7/25	n/a	n/a	3,950	4,050
Taxiway C	n/a	n/a	5,450	2,550
High Speed	n/a	n/a	6,650	1,350

Table 5

3.5.5 Initial Headings. Departures shall adhere to the following:

a. Runway 13: Intercept the Whidbey 125 radial, or fly heading 125 for non-TACAN equipped aircraft. No turns on course will be authorized until reaching 3,000 feet MSL.

b. Runway 7: Intercept the Whidbey 064 radial, or fly heading 064 for non-TACAN equipped aircraft. No turns on course will be authorized until reaching 3,000 feet MSL.

c. Runways 25 and 31: Fly runway heading. No turns on course will be authorized until reaching 2,000 feet MSL.

CAUTION

To avoid conflict with tower traffic, DO NOT turn to intercept the departure radial, turn to the departure heading or climb above 1,000 feet MSL until the upwind end of runway. Low transitions prohibited. (Noise Abatement Procedure)

3.5.6 Departure Speeds. Unless the airspeed required or recommended in the aircraft NATOPS Manual to maintain safe maneuver-ability is greater than 250 knots, departures are restricted to 250 knots.

3.5.7 Unrestricted Climbs. All departure clearances will include an intermediate altitude within approach control airspace. Aircraft that desire an unrestricted climb (climb to filed altitude without leveling off at intermediate altitudes) shall make this request to clearance delivery on initial contact. Approval for an unrestricted climb is not to be construed as approval for a high performance climb. **Per OPNAVINST 3710.7R, low transitions and high performance climbs (climbs at steep angles) are prohibited.**

3.6 ARRIVAL INSTRUCTIONS

3.6.1 ATIS. ATIS provides pertinent arrival information and is broadcast on 280.3 MHz/134.15 MHz.

3.6.2 Initial Contact. Arriving aircraft shall advise Whidbey Approach of the ATC services desired. Unless otherwise requested, arriving IFR aircraft may expect radar vectors to a PAR approach. Other options available are: vectors to the break, vectors for a visual approach, TACAN instrument approach, Precision Approach and Landing System (PALS), Instrument Carrier Landing System (ICLS) Runway 13 and surveillance (non-precision) radar approach. All approaches will be cleared for a full stop landing, unless otherwise requested.

3.6.3 Vectors to the Break

a. Weather minimums for vectors to the break are ceiling at least 2,300 feet and visibility 3 miles.

b. Aircraft requesting vectors to the break will be vectored to a 6-mile initial, on or near the extended centerline of the active runway, at 3,000 feet MSL. After reporting in VMC with the airport in sight, pilots will normally be instructed to proceed to the 6-mile initial. At this time, IFR services are considered canceled and Class C flight following services will be provided. Regardless of runway, maintain at or above 3,000 feet MSL until passing 6 miles. Radar services are terminated when instructed to contact tower.

c. Make smooth power changes. Large, abrupt changes in power result in large, abrupt changes in sound level on the ground. (**Noise Abatement Procedure**)

d. Break left for all runways; 1,500 feet MSL day, 1,700 feet MSL night.

e. Unless the airspeed required or recommended in the aircraft NATOPS Manual to maintain safe maneuverability is greater than 250 knots, break speed is restricted to 250 knots.

3.6.4 Visual Approaches. Weather minimums for vectors to a visual approach are ceiling at least 2,300 feet and visibility 3 miles.

Note

Unless otherwise requested, all aircraft shall proceed to a point six miles straight in from runway and execute a straight in approach.

3.6.5 Instrument Approaches. Pilots cleared for an instrument approach shall remain on approach control frequency until instructed to contact the tower. Clearances shall be adhered to exactly as issued with particular emphasis on maintaining assigned altitudes, and complying with climbout instructions (for multiple approaches) which may vary from published missed approach procedures.

Note

Tactical jet aircraft conducting practice formation TACAN approaches to Runway 25 are restricted to 1,500 feet MSL descent. If VMC, flight lead may request to cancel IFR and proceed with visual approach below 1,500 feet by maneuvering to the right at the TACAN final approach fix to intercept extended runway centerline. (Noise Abatement Procedure)

CAUTION

When executing a flight break-up at the

completion of a section instrument approach (GCA, TACAN), the lead aircraft (making the low approach left of the runway) should be aware that tower traffic on a go-around will also be to the left side of the runway.

3.6.6 Waveoffs. Aircraft waving off in the tower pattern shall advise the tower and fly to the left side and parallel of the active runway. Don't fly directly over LSO shelter. Aircraft waving off shall not climb above 1,000 feet before crossing the upwind end of the runway at which time climb to pattern altitude may continue if clear of landing (break) traffic. All Waveoffs issued by the tower are MANDATORY.

3.7 REDUCED RUNWAY SEPARATION

3.7.1 General

a. Reduced same runway separation criteria apply to Navy/Marine Corps aircraft, regardless of type flight plan, when conducting non-arrested landings and conditions indicate braking action is good and control tower visibility is at least 3 miles. Criteria do not apply if the succeeding aircraft executes a no flap/no slat landing, or is of higher performance. Aircraft not specifically listed in this paragraph will be provided runway separation in accordance with FAA Order 7110.65 criteria.

b. Reduced runway separation criteria do not alter required wake turbulence separation criteria.

c. Use of reduced runway separation is at the discretion of the tower controller.

3.7.2 Reduced Separation Criteria

a. Carrier-based TACAIR jet aircraft full-stop/touch-and-go following a preceding carrier-based TACAIR jet aircraft full-stop/touch-and-go/departure: a minimum of 4,000 feet. If the preceding aircraft is a departure, it must be airborne in addition to the 4,000-foot minimum distance.

b. UC-12 full-stop/touch-and-go following a preceding BE-20 or carrier-based TACAIR jet aircraft full-stop/ touch-and-go: a minimum of 6,000 feet.

Note

For purposes of this paragraph, carrier-based TACAIR jet aircraft refers to EA-6, F-14, FA-18, and S-3.

3.8 LANDING INTERVAL. Formation flights shall be controlled/cleared as a single aircraft, unless the formation leader requests otherwise or when formation integrity is not maintained. Elements of formation flights shall land on alternate sides of the runway, with a minimum landing interval of 2,000 feet between aircraft. Responsibility for landing interval between aircraft rests with the pilots in the flight.

3.9 TRAFFIC PATTERNS

3.9.1 Maximum Aircraft. The maximum number of aircraft in the VFR traffic pattern is five. **(Noise Abatement Procedure)**

3.9.2 Closed Traffic. Aircraft operating in a closed traffic pattern shall remain in communication with the control tower. Aircraft may be required to depart the traffic pattern on a specific heading and altitude and instructed to contact Whidbey Approach for holding and/or resequencing to avoid delays to arriving

aircraft executing full stop landings.

3.9.3 EA-6 Patterns. Fly the traffic patterns depicted in Illustrations (3) and (4). These patterns will be flown for FCLP and non-FCLP operations, and may be used by other fighter/attack aircraft as well.

Note

When prescribed patterns and/or altitude are altered in order to comply with FAR 91, (clearance from cloud criteria), pilots shall notify the control tower of the deviation.

3.9.4. Prop/turboprop and jet transport. Fly a conventional pattern similar to those depicted in Illustrations (3) and (4). Pattern altitude: 1,000 feet MSL day, 1,200 feet MSL night; Whidbey Island Navy Flying Club at 800 feet MSL day or night.

3.9.5 Delta Pattern. A "Signal Delta" will be issued by the control tower when traffic conditions dictate. The delta pattern shall remain to the left of the runway in use, with left turns at traffic pattern altitude (or as assigned) and normal interval.

3.9.6 Overhead Holding Pattern. Assigned by the control tower when circumstances dictate. Pattern is normally at 2,000 feet MSL remaining within 3 miles of the airfield. The tower may coordinate with approach control for a higher altitude, if necessary.

3.10 FIELD CARRIER LANDING PRACTICE (FCLP)

3.10.1 Requirements

a. Squadrons/units desiring to conduct FCLPs and CCAs at Ault Field, and/or use OLF Coupeville, shall submit their weekly request to NAS Whidbey Island Operations, Range Schedules (NAS N38) by 1000, Wednesday the week prior to the period of request. Weekly periods are scheduled from Sunday to Saturday. Changes to include cancellations must be made with Range Schedules.

b. At least 1 hour prior to a scheduled FCLP/CCA period, the LSO shall consult with the ATC Facility Watch Supervisor, extension 7-2887, to determine field conditions, equipment status, active runway, wind, the weather category under which FCLP will be permitted, discrete radio frequencies, and any other factors affecting FCLP.

c. The ODO shall ensure that field support personnel have equipment positioned. The LSO shall be responsible for verifying that all equipment is set up and operating properly at least 30 minutes prior to launch time. At Ault Field, FCLP will not be permitted unless the LSO has satisfactory two-way communication with FCLP aircraft and the tower (LSO: 363.6 MHz). During CCAs, two-way communications with approach control is also necessary.

d. When night/reduced visibility FCLPs/CCAs are conducted with LSO on station, only carrier deck lighting is required unless additional lighting is requested by the pilot/LSO. Runway edge lighting is required for all full stop landings during FCLP/CCA periods.

e. Each unit conducting FCLPs/ CCAs and anticipating hot refueling shall provide complete refueling crews to facilitate the conduct of refueling

operations in order to preclude taxiway congestion and schedule delays.

3.10.2 VFR FCLP

a. The control tower is responsible for the safe conduct of VFR aircraft operations in the Class C surface area at or below 2,000 feet and has final authority during VFR FCLP.

b. The maximum number of aircraft in the VFR FCLP pattern is five. **(Noise Abatement Procedure)**

c. Runway 7 is the mandatory VFR FCLP runway when the crosswind component is 8 knots or less with a direct tailwind component no greater than 3 knots.

d. Night (after 1800) VFR FCLPs are not permitted to Runway 31 unless specifically approved by the NAS Operations Officer. **(Noise Abatement Procedure)**

e. To reduce traffic conflicts between FCLP aircraft and arriving radar controlled aircraft, PAR approaches should be conducted on the FCLP runway in use.

f. When three or more aircraft are in the FCLP pattern, other practice approaches (PAR, TACAN, etc.) shall be to full stop landings only (taxibacks not authorized). The LSO may allow other aircraft to join the pattern, not to exceed a total of five. Non-participant pilots desiring to join the FCLP pattern shall make the request direct to the LSO on 363.6 MHz.

g. When a delta pattern is required to preclude departure delays (in excess of 10 minutes), the tower will coordinate with the LSO. Information to the LSO will include type (IFR or VFR)/number of departures to go. The LSO will then advise when ready for "Delta Easy." The tower will pass "Signal Charlie" when the last departure is rolling. This procedure will only be used when aircraft are ready for departure, and at the hold short area of the active runway.

h. If conditions are such that VFR FCLP cannot be conducted safely, the Tower Supervisor shall recommend Special VFR (SVFR) FCLP or CCAs, as appropriate, or coordinate with the ATC Facility Watch Supervisor/ODO/LSO to discontinue FCLP. Simultaneous VFR/ IFR or SVFR/IFR FCLP shall not be conducted.

3.10.3 Special VFR FCLP. SVFR FCLP may be conducted on Runways 13, 31, and 25 when weather conditions are not less than ceiling 800 feet and visibility 3 miles. The minimum ceiling specified shall apply only to well-defined stratus clouds with no scattered clouds beneath. The visibility minimum shall apply to both ground and flight visibility in all directions of flight. SVFR FCLP shall be conducted as follows:

a. The first aircraft to takeoff for SVFR FCLP shall be radar monitored, and other FCLP aircraft shall be held on deck until the first aircraft reports the weather suitable for SVFR FCLP.

b. SVFR operations will be authorized only when all aircraft in the FCLP pattern are continuously visible from the tower. When this is not possible, the Tower Supervisor shall take action to either:

(1) Reduce the number of aircraft in the pattern to allow continuous

visual separation, or

(2) Initiate steps to establish a CCA pattern, or

(3) Land all aircraft and terminate SVFR FCLP.

c. IFR traffic has priority over SVFR traffic operating within the surface area of Class C airspace. If the tower cannot maintain visual separation between SVFR aircraft and arriving IFR aircraft, the tower will coordinate with approach control for IFR handling or instruct the SVFR aircraft to land. Once an IFR pattern becomes established, it cannot be changed back to SVFR operation because of the continuing separation conflicts. Therefore, it may be more practical to execute full stop landings and taxi to the approach end for takeoff and subsequent reentry into the SVFR FCLP pattern.

d. The maximum number of aircraft in the SVFR FCLP pattern is four.

e. SVFR FCLP procedures are based on pilot compliance with the following:

(1) FAR 91.119 Minimum Safe Altitudes: General.

(2) FAR 91.157 Special VFR Weather Minimums.

3.10.4 Carrier Controlled Approach (CCA). CCAs are scheduled by NAS Whidbey Island Operations, Range Schedules (N-38). When weather conditions preclude the conduct of scheduled VFR or SVFR FCLP, CCAs may be conducted. Weather minimums for CCAs are ceiling 400 feet and visibility 1 mile to allow adequate time for the LSO to acquire the approaching aircraft, evaluate aircraft type/ configuration, and provide assistance to the pilot. CCAs shall be conducted as follows:

a. The maximum number of aircraft in the CCA pattern is five. This may be reduced dependent upon:

(1) Equipment status.

(2) Other actual or anticipated air traffic in the area.

(3) Availability and proficiency of air traffic controllers.

(4) Radio frequencies available.

b. Each pilot shall contact Clearance Delivery for a "short range" IFR clearance for CCAs, stating MODEX. Aircraft will be assigned a discrete frequency. Reentry to the CCA pattern following a full stop requires an additional clearance/frequency assign-ment.

c. The pattern shall normally be at 3,000 feet MSL until turning final. The final controller will use standard PAR/CCA procedures. Radar will coordinate with the LSO via 363.6 MHz providing line-up and radio frequency of aircraft on final so that the approach may be monitored at the LSO platform.

d. If increased separation or Wave-offs are required to preclude departure delays (in excess of 10 minutes), radar will coordinate with the LSO prior to taking action. This procedure will only be used when aircraft are ready for departure, and at the hold short area of the active runway.

e. After the pilot reports the ball or the LSO reports "paddles contact" to

the final controller, the LSO will provide instructions to the pilot until landing or missed approach (waveoff).

f. Separation between aircraft in the CCA pattern is authorized as follows:

(1) 2 miles - between single aircraft.

(2) 2-1/2 miles - between single aircraft and a section.

(3) 3 miles - between two sections.

3.11 PRECISION APPROACH AND LANDING SYSTEM (PALS) PROCEDURES

a. NAS Whidbey Island Air Traffic Control Facility provides PALS approaches to either the centerline of all runways or to the centerline of the lighted carrier decks. NAS Whidbey Island uses two channels of the AN/ SPN-42T4 ACLS equipment and is capable of controlling two aircraft on final simultaneously. The PALS glidepath to all runways is 3 degrees and coincides with the PAR and FLOLS glidepaths/touchdown points. Touch-down may be adjusted to the carrier deck of all runways for CCA operations. PALS Data Link frequency is 313.3 MHz.

b. A pilot requesting a PALS approach shall contact Whidbey Approach as soon as possible, make requirements known, and state MODEX.

Note

Units shall provide NAS Whidbey Island ATC Facility with PALS aircraft address updates when changes are made.

3.11.1 ICLS. NAS Whidbey Island has an AN/TRN-28 Instrument Carrier Landing System (ICLS) installed on Runway 13. Operation is on ICLS Channel 18.

a. The ICLS may be used as an Independent Landing Monitor (ILM) for PALS approaches to Runway 13.

b. ICLS may also be used in conjunction with the locally published HI-PALS/ICLS Runway 13 approach. Approach minimums are 300 feet and 3/4 mile; however, operations are restricted to VFR unless a separate monitor or TACAN is used.

3.11.2 PALS/ICLS Certification/ Limitations. PALS/ICLS procedures will be per the CV NATOPS Manual and the following local certification limitations:

a. Mode I approach weather minimums of 200 feet and 1/2 mile for EA-6B. When using AN/TRN-28 or PAR as monitor, weather minimums are 100 feet and 1/4 mile.

b. Mode 1A, II, and III approach weather minimums of 200 feet and 1/2 mile.

c. AN/SPN-42T4, AN/TRN-28 and FLOLS glide slope setting of 3 degrees.

d. Crosswind component not to exceed 10 knots, tailwind component not to exceed 10 knots, and headwind component not to exceed 20 knots during Mode I approaches.

e. Mode I approaches must be downgraded to Mode IA if angle-of-attack (AOA) excursions repeatedly exceed plus/minus 1.5 units.

f. Mode IA approaches must be downgraded to Mode II approaches if AOA excursions repeatedly exceed plus/ minus 2.5 units (plus 3.5 degrees for F/A-18).

g. Aircraft at the runway hold short line must have their beacons secured.

Note

The aircraft AN/SPN-42T4 Mode I control is dependent on environmental conditions. Under conditions of turbulence and thermal activity, Mode I control can be expected to degrade, resulting in AOA excursions and FLOLS deviations on touchdown.

3.12 FLY-BY MANEUVERS. Procedures and responsibilities for post-deployment fly-bys are outlined below. Advance planning, a solid game plan, strict air discipline, and the elimination of last minute unrealistic changes are the keys to successful fly-ins and corresponding fly-bys. Face-to-face coordination between advance party personnel and NAS Operations/Air Traffic Control is highly encouraged.

3.12.1 Squadron/Aircrew Fly-by Procedures

a. Review FACSFACSDINST 3120.1. It should be an integral part of all CV flyoff planning.

b. Advise the controlling agency, as soon as possible, when scheduled ALTRVs/airspace will not be used.

c. Flight plan call signs must be used consistently while transiting the National Airspace System.

d. Do not stretch weather criteria: 3000/5 required for fly-bys of more than five aircraft. Less than 3000/5 but at least 2300/3, fly-bys are limited to five or less aircraft. **No fly-by if weather is below 2300/3.**

e. Flight rendezvous and initial vectoring will be accomplished on a discrete Whidbey Approach frequency. Rendezvous will normally be conducted in the vicinity of Smith Island. Radar advisories will be provided until entering the Class C surface area at or below 2,500 feet; tower will take control of the discrete frequency at approximately 5 miles.

f. Route of flight/restrictions: Flight profiles should avoid overflight of the town of Oak Harbor and noise sensitive areas of Lopez Island, Anacortes, La Conner, Mount Vernon and Coupeville. Fly parallel to a runway or Taxiway Echo. Never bore-sight the hangars or assembled people. Conduct flight break-up on downwind or in vicinity of Smith Island. **Only one pass is authorized. Maximum airspeed for fly-bys is 330 KIAS. Minimum altitude is 500 feet AGL.**

g. Combined fly-bys are encouraged, when feasible.

3.12.2 Air Traffic Control Procedures

a. Ensure the terminal area airspace is clear of any known conflicting air traffic.

b. In the case of weather less than 3000/5 and fly-by formations of more than five aircraft:

(1) Advise Seattle ARTCC to inform the formation leader that the flight must be broken up to flights of five or less aircraft.

(2) Coordinate with Seattle ARTCC to facilitate flight break-up early enough in the penetration to ensure flight separation for multiple flight fly-bys.

c. If the flight leader decides to abandon the fly-by, coordinate with Seattle ARTCC to facilitate flight break-up early in the penetration for individual approaches.

d. Keep the NAS ODO apprised of cancellations due to weather/delays.

e. Advise crash captain of fly-in arrival time so that crash crew may prepare for increased potential for blown tire arrestments and/or hot brake occurrences.

3.12.3 Advance Det Fly-in Coordinator Procedures. Coordinate with NAS ODO for use of LSO vehicle to facilitate communications with the control tower/ fly-by formation leader from the "welcoming hangar" location.

3.13 ORDNANCE/WEAPONS

3.13.1 Aircraft Rockets/Missiles. Aircraft rockets, missiles and Class C or higher explosives shall be loaded on aircraft in the hazardous cargo/combat aircraft loading areas only. Use of hazardous cargo/combat aircraft loading areas shall be coordinated with the NAS Operations Duty Officer at extension 7-2681/2 at least 2 hours prior to use. Assignment of loading areas will be contingent on surface winds and runway in use. Refer to Illustration (1). For forward firing ordnance, aircraft shall be parked on a magnetic heading of 300° on the yellow painted arrows so that the rocket or missiles will point away from buildings and inhabited areas. Electrical connections shall not be made until the aircraft has reached an arming area as depicted on Illustration (1). Following plug-in, and during taxi for takeoff, the aircraft shall avoid facing in a direction that would cause the ordnance to be pointed toward any building or inhabited area.

3.13.2 Weapons Loading and Unloading

a. Bombs, special weapons, missiles, AUW weapons, and aircraft service mines up to maximum of 30k lbs N.E.W. shall be loaded and unloaded at the hazardous cargo/combat aircraft loading areas only. (Illustration (1)

b. All electronic emissions in the loading area shall be secured. All aircraft commanders shall ensure that precautions regarding hazards of electromagnetic radiation to ordnance (HERO) are taken. These precautions are applicable to all aircraft and vehicles with transmitters in the loading area; therefore, coordination with the control tower is mandatory. The following precautions shall be observed:

(1) Aircraft within 30 feet of the loading/unloading operation must maintain UHF and VHF radio silence.

(2) Aircraft within 1,000 feet of the loading/unloading operation must maintain HF and MF radio silence (the frequency range .2 to 32 MHz is most critical).

(3) Vehicles with FM transmitters shall remain beyond 30 feet during the loading/unloading operation.

(4) The control tower shall be

notified by the aircraft commander prior to, and at the completion of, the loading/unloading operation.

(5) The control tower shall issue advisories to aircraft taxiing, landing, or taking off regarding ordnance loading/ unloading in progress and any special precautions to be taken. Similar advisories shall be issued to vehicular traffic not involved in the ordnance operation.

c. When the hazardous cargo/ combat aircraft loading areas are in use, all aircraft operations will be suspended within the 1,200 foot explosive arc around the loading area. This arc encompasses adjacent runways/taxi-ways. If these areas must be used for aircraft operations, the ordnance operations shall be suspended.

Note

Per NAVSEA OP 5 VOL 1, combat aircraft loaded with combat munitions, or aircraft loaded with explosive cargo, shall not make stops (i.e., radar warm-up area) when traveling to and from the active runway, except as necessary for arming or dearming or for safe ground operation of the aircraft.

3.13.3 Hung or Unexpended Ordnance

a. Aircraft returning to Whidbey with hung inert ordnance shall notify their respective squadrons as soon as practicable to assure positioning of dearming/downloading crews. On initial contact with ATC, the pilot shall inform the controller of the situation and plan for a straight-in approach. The Operations Duty Officer will notify EOD at extension 7-4480 as a precautionary measure. Hung ordnance aircraft shall make every effort to avoid overflying populated areas. If the pilot elects to jettison the inert ordnance prior to landing, Whidbey Approach Control will be advised. The controller will vector the aircraft to Restricted Area R-6701, Admiralty Bay, and issue descent clearance to the minimum vectoring altitude. The pilot will assure that, prior to drop, the area is clear of aircraft or marine traffic.

b. If an aircraft returns to Whidbey with unexpended live ordnance, advance notification to the squadron and ATC is imperative. If jettisoning is desired, the pilot will obtain clearance to proceed to W-237. Emergency situations requiring local jettison of live ordnance will be identical to the procedures established for inert jettisoning.

3.13.4 Arming and Dearming

a. Arming and dearming of live ordnance loaded on aircraft shall be performed only at the arming areas with ordnance firing direction on a magnetic heading of 270° for runways 25, 7, and 13, and 310° for runway 31. After landing, an aircraft with hung rockets shall proceed to the dearming area at the upwind end of the runway. Under no circumstances shall any aircraft return to the parking area until a dearming check has been made and all ordnance declared safe.

b. Arming/dearming shall be conducted only while the aircraft is at a complete stop and control of the aircraft has been turned over to the arming/dearming supervisor. All arming/dearming signals shall be in accordance with appropriate NATOPS manuals and other directives.

c. The arming/dearming supervisor shall be provided with an approved radio in order to maintain two-way communications with the control tower.

3.14 DROGUE CHUTES. Aircraft with deployed drogue chutes will be directed by the tower to an area clear of turning aircraft before releasing the chute. Pilots desiring to detach drogue chutes on the runway must notify tower prior to landing. The ODO will coordinate with/task the Transient Line to have a pick-up crew standing by to recover detached drogue chutes.

3.15 FUEL DUMPING. Fuel dumping is to be accomplished at or above **8,000 feet AGL** and performed, except in an emergency, under radar control, over water adjacent to Smith Island.

3.16 HOT BRAKE AREAS. The hot brake areas are located near Hangars 5 and 6, as depicted in Illustration (1). Aircraft will be directed to one of these designated areas if hot brakes are detected after reaching the line parking area. Aircraft not in the line parking area will be directed to an area clear of personnel and equipment until checked by Crash/Fire crew.

3.17 BIRD/ANIMAL AIRCRAFT STRIKE HAZARD (BASH)

a. A bird aircraft strike hazard exists at NAS Whidbey Island due to resident and migratory bird species. The air station lies within the Pacific Flyway. Daily and seasonal bird movements create various hazardous conditions. No single solution exists in controlling the bird strike problem.

b. Aircrews observing/encountering hazardous bird activity should contact Whidbey ATC for dissemination to other operators in the hazard area.

c. During periods of increased bird activity, and mission permitting, aircrews should consider the following:

(1) Avoid multiple touch-and-goes.

(2) Limit formation takeoffs/ landings.

(3) Make full stop landings.

(4) Don't dive to avoid a bird. Climb or turn. Birds tend to dive when approached by aircraft.

(5) Reduce airspeed and use landing/taxi lights at lower altitudes.

d. All damaging and non-damaging bird/animal aircraft strikes must be reported to the Naval Safety Center (NAVSAFECEN) via the reporting form found in NAVSAFECEN Instruction 3750.6. Any bird/animal remains recovered from the aircraft or within the airfield area must be turned in to the Environmental Affairs Department, (NAS N44), extension 7-1009, for positive identification. This information will be used to continuously update the station's Bird/Animal Aircraft Strike Hazard Plan.

3.18 PARACHUTE OPERATIONS

a. Ault Field and OLF Coupeville are charted as designated non-emergency parachute jumping areas for scheduled users (refer to U.S. Government Flight Information Publication - Airport/Facility Directory Northwest for details and Seattle Sectional Chart for depiction). A request for authorization to conduct

parachute jumps shall be made to the Operations Officer at least 96 hours in advance of the intended operation. Jumps are scheduled on a not-to-interfere basis. The jump shall be made in accordance with real-time instructions issued by Whidbey Approach/Tower via radio and must be conducted in VMC ONLY. Jumps through an overcast will not be authorized. Jump aircraft landings at OLF Coupeville are not authorized.

b. Personnel requesting authorization shall familiarize themselves with FAR Part 105 and provide the following:

(1) Date and time jumping will begin.

(2) Location of the center of the jump zone with reference to OLF Coupeville.

(3) Altitudes where jumping will take place.

(4) Duration of the jump activity.

(5) Name, rank, and unit of the person requesting authorization.

c. Arrangements for the airlift of members must be coordinated directly through the flight support/scheduling officer concerned.

Note

Notice of an intended jump must be given to the nearest FAA Flight Service Station at least 1 hour, but not more than 24 hours, in advance of the planned operation. Local notification shall be accomplished via the ODO.

3.19 GUNNERY, BOMBING, AND AIR COMBAT MANEUVERING (ACM) AREAS.

NAS Whidbey Island controls and coordinates the scheduling of authorized gunnery, bombing, and ACM operations. Detailed information about these areas is in NASWHIDBEYINST 3770.1A and FACSFACSDINST 3120.1.

3.20 VEHICULAR AND PEDESTRIAN TRAFFIC

3.20.1 Pedestrian Traffic. Pedestrian traffic on the aircraft movement areas of the airfield is prohibited, except for personnel required to service aircraft. Although pedestrian traffic is authorized to cross Taxiway Alpha between hangars and parking areas, it should be held to an absolute minimum. Aircraft have the right-of-way.

3.20.2 Vehicular Traffic. Strict vehicle access to the flight line at NAS Whidbey Island is required to minimize the potential for FOD. Vehicles on the airfield and aircraft parking ramp areas shall be restricted to those necessary.

3.20.2.1 Vehicular Operation

a. Vehicle operation on the aircraft ramp is restricted to essential official business only. The following are required of all vehicles/operators:

(1) A valid driver's license

(2) A valid flight line license. Successful completion of Airfield Indoctrination Course which will be indicated on the operator's U.S. Government Motor Vehicle Operator's Identification Card, (OF 346).

b. Unit commanding officers/ officers-in-charge must ensure assigned personnel are authorized and properly

briefed to operate airfield vehicles. Schedule the indoctrination course with Air Traffic Control at extension 7-2132. Classes are held the 2nd and 4th Wednesdays of each month at Bldg. 385, Air Traffic Control Facility Training Room.

c. ROICC/PW shall ensure this requirement is included in pre-construction (PRECON) meetings.

d. NAS Flight Line Vehicle Pass clearly displayed on the lower left side of the vehicle windshield.

e. All vehicles must be checked for FOD prior to entering the flight line. A "roll ahead inspection" of the vehicle's tires is required.

f. Vehicles will enter and exit through the same gate.

3.20.3 NAS Whidbey Island Point of Contact. NAS FOD Officer, Operations Department, Flight Line Vehicle Access Control Program may be reached at extension 7-1624.

3.20.4 Action

a. Commanding Officers and Officers-in-Charge/Department Heads will determine the absolute minimum number of vehicles requiring access to the flight line more than once a week.

b. A Flight Line Access Control Representative (FACR) will be designated in writing. Submit copies of such appointments, along with requests for vehicle access to the NAS FOD Officer (NAS N32), utilizing the format available from NAS N32.

3.20.5 Access

a. Vehicle entry and exit to flight line shall be through the designated gates listed below. All other gates will be locked. Commands or departments requiring access shall contact NAS Whidbey Island ODO, extension 7-2681, and request assistance.

b. Flight line gate watches shall comply with NAS Security Department Flight Line Watch Standers SOP; contact NAS Security Department at extension 7-2026. These accesses shall be manned and manpower provided as indicated.

FLIGHT LINE GATES

GATE #	GATE TYPE	TIME	ACCESS AUTH
Gate 107 S Hgr 5	Vehicle & Pedestrian	24 hrs	Squadron Personnel
Gate 124 N Hgr 6	Vehicle & Pedestrian	24 hrs	Squadron personnel
Barrier 20A	Fuel & Weapons	Clsd	Security

Table 6

3.20.6 Communication

a. The Airfield Facilities Coordinator shall keep the ODO and Control Tower Supervisor advised of maintenance/ construction equipment scheduled to operate on the airfield. During hours of darkness and periods of reduced visibility such equipment shall have obstruction lights operating.

b. No vehicle/equipment shall operate on runways, taxiways, or overrun areas unless radio-equipped or escorted by a radio-equipped vehicle; radio contact must be established and maintained with the tower on 140.1 MHz. Escorts can be obtained by contacting the ODO at extension 7-2681/2682. Strict adherence to approved radio telephone discipline and

procedures is mandatory, especially during an emergency. Light signals shall not be used for controlling vehicles unless the tower experiences a radio equipment outage.

Note

Control tower clearance is not required for vehicles operating on Taxiways Alpha and Echo abeam Hangar 5 from the Angle Taxiway to the Taxiway Golf throat south to the grassy area adjacent the transient aircraft parking area. Aircraft have the right-of-way.

c. Vehicles carrying hazardous items (i.e., ordnance, LOX, etc.) or towing aircraft must receive appropriate clearance from the control tower.

d. Vehicles regularly used on the airfield shall be equipped with FOD tires, display call sign on each side (minimum of 16 inches in height) and on the roof (minimum of 24 inches in height and affixed with base toward the front of the vehicle) and painted per NAVFAC P-300 guidelines. Emergency vehicles will have a red rotating light. Escort, "FOLLOW ME," or utility vehicles will have a yellow rotating light.

e. With the exception of the NAS Whidbey Island Commanding Officer, Executive Officer, and Operations Officer vehicles, vehicles not appropriately marked for airfield use shall carry a flag, 3-feet square, attached to a staff and flying above the vehicle whenever operating on the ramp or airfield. The flag consists of international orange and white squares not less than 1 foot on each side and is available from the NAS ODO.

3.20.7 Permanent Vehicle Pass

a. Personnel requesting long-term vehicle access to the flight line must obtain an NAS FLIGHT LINE VEHICLE PASS, issued by the NAS FOD Officer.

b. NAS Operations Officer will approve, on a case by case basis, those vehicles that will receive permanent passes.

c. Permanent vehicle passes will be removed by the activity operating the vehicle when the vehicle is returned to the pool.

3.20.8 Temporary Access Vehicle Pass. Personnel requesting short-term vehicle access to the flight line must obtain an NASWI Flight Line Vehicle Pass (NASW 1120/27 (1-95)), issued by the NAS Air Terminal, or after hours from, the Operations Duty Officer (ODO), building 385.

3.20.9 Privately Owned Vehicles (POVs). POVs are not allowed on the flight line. The NAS Commanding Officer and/or NAS Operations Officer may grant exceptions on a case-by-case basis.

3.20.10 Command Vehicles. Command vehicles are not permitted on the flight line. The NAS Commanding Officer and/or NAS Operations Officer must approve exceptions to this rule.

3.20.11 Commercial Vehicles. All commercial vehicles, including tractor-trailers, making deliveries will obtain temporary flight line vehicle passes.

3.20.12 Exceptions

a. Emergency vehicles (fire, crash, rescue, ambulance) are exempt from

pass requirements.

b. Security vehicles, on immediate response call, and support equipment (SE) are exempt from pass requirements.

3.20.13 Right-of-Way

a. Emergency vehicles, when displaying red lights and/or siren, have the right-of-way over all vehicles, aircraft (except takeoff or landing), and personnel.

b. Vehicles may not approach parked aircraft closer than 20 feet, unless a qualified director is present. Taxiing aircraft and emergency vehicles have the right-of-way.

c. No vehicle shall be stopped, parked, or driven in the danger area of an aircraft while the engines are in operation. The danger area for turbine-driven aircraft consists of an area the width of the wing span, 50 feet forward of the engine intakes and 200 feet aft of the exhaust cones. For propeller-driven aircraft, vehicles shall stay clear of areas 50 feet forward and 100 feet aft of the propeller arcs.

3.20.14 Vehicle Speed Limits. The following maximum speed limits shall be observed at all times:

a. Emergency vehicles - as required.

b. Vehicles/aircraft in tow - 5 mph.

c. Vehicles operating in aircraft parking area - 10 mph.

d. All other areas - 25 mph.

Note

Increased attention should be given to vehicle speeds when icy conditions exist.

3.20.15 Vehicle Lighting

a. Vehicles operating on the airport between sunset and sunrise shall use low beam headlights. Do not use high beams or only parking lights.

b. Airfield sweepers and vehicles towing or escorting shall operate yellow rotating beacons both day and night.

c. Vehicles moving at night will have the yellow rotating beacon on, if so equipped. Vehicles not equipped with beacons shall have emergency flashers in operation.

3.21 QUIET HOURS

3.21.1 Requests. Quiet hours requests will be granted for change of command ceremonies only, and will be submitted to NAS Whidbey Island Operations Officer (N3) not less than 5 working days preceding the scheduled event. The request will provide the following information in memorandum format:

a. Unit requesting quiet hours.

b. Area/hangar in which the change of command will take place.

c. Time quiet hours are requested.

d. Designated contact officer.

Note

Time allocation for requests in hangar/ line areas will be 1 hour. It is intended that quiet hour time be used for the

portion of a ceremony where noise would interfere with verbal remarks/ presentations addressed to entire formation/audience.

3.21.2 Procedures

a. Aviation units shall schedule flights to avoid quiet hour periods. Aircraft will not be authorized to start, taxi out, or takeoff during scheduled quiet hours. Landing aircraft will be limited to straight-in, full stops and will use taxi procedures prescribed by the control tower. (Flying Club aircraft are authorized normal departures and full stop landings.)

b. During quiet hour periods, all noise producing activities and equipment will be terminated within a reasonable proximity to the quiet hour event area. This specifically includes all high power turn-up area operations and normal aircraft turn-up. Ground support equipment (GSE) checks, operation of hangar doors, etc. are permitted in areas audibly remote to the event area.

CHAPTER 4

AIR TRAFFIC CONTROL

4.1 GENERAL

4.1.1 Air Traffic Control Facility Classification. NAS Whidbey Island ATCF is designated as a Class IIIB ATC Facility providing Terminal Area Control ATC services. Procedures for the control of air traffic are based on standard Federal Aviation Administration/U.S. Navy guidelines as supplemented by letters of agreement with Seattle ARTCC, Vancouver ACC, and Seattle TRACON.

4.1.2 En Route. Seattle Air Route Traffic Control Center (ARTCC), Auburn, WA; Vancouver Area Control Center (ACC), Vancouver, BC; and Seattle Terminal Radar Approach Control (TRACON), SEATAC Airport, WA; provide en route services for instrument traffic operating to/from and around NAS Whidbey's approach control airspace.

4.1.3 Terminal. NAS Whidbey Island Terminal Radar Approach Control (TRACON) is a branch of the Air Traffic Control Facility (ATCF). The TRACON, "Whidbey Approach" or "Whidbey Departure" provides approach control services 2400 hours daily, 365 days a year, regardless of airfield operating hours. NAS Whidbey Island ATCF has been delegated control jurisdiction, by the FAA, of airspace areas from the surface to 9,000 feet and 6,000 to 9,000 feet. Refer to Illustration (5).

4.1.4 Class C Airspace. NAS Whidbey Island approach control airspace includes Class C airspace from the surface to 9,000 MSL within a 20 NM radius of the airfield. That area depicted by Illustration (6) identifies the Class C airspace where participation with ATC is mandatory. Before entering this area, all aircraft shall establish and maintain two-way communication with Whidbey Approach Control.

4.1.4.1 Mandatory Participation Area. That airspace extending upward from the surface to and including 4,000 feet MSL within a 5-mile radius of NAS Whidbey Island (latitude 48º21'06"N., longitude 122º39'12"W.); and that airspace extending upward from 1,300 feet MSL to and including 4,000 feet MSL within a 10-mile radius of the airport from the 050º bearing from the airport clockwise to the 345º bearing from the airport; and that airspace extending upward from 2,000 feet MSL to and including 4,000 feet MSL within a 10-mile radius of the airport from the 345º bearing from the airport clockwise to the 050º bearing from the airport.

4.1.4.2 ATC Services

a. Within Class C Mandatory Participation Area:

(1) Sequencing of all arriving aircraft to NAS Whidbey Island.

(2) Standard IFR separation between IFR aircraft.

(3) Between IFR and VFR aircraft - traffic advisories and conflict resolution so that raw radar targets do not merge, or 500 feet vertical separation.

(4) Between VFR aircraft - traffic advisories and, as appropriate, safety

alerts.

b. Within the Outer Area (10-20 NM of NAS Whidbey Island):

(1) The same services are provided for aircraft operating within the outer area, as within Class C airspace, **when two-way communication and radar contact are established**. Headings and altitudes are mandatory, regardless of type flight plan.

(2) While pilot participation in this area is strongly encouraged, it is not a VFR requirement.

Note

A request for participation is automatically assumed upon initial contact with Whidbey approach.

(3) Class C services may be terminated only by pilot request.

c. Beyond the Outer Area (beyond 20 NM, but within Whidbey Approach airspace):

(1) Standard IFR separation.

(2) Basic radar service.

(3) Safety alert, as appropriate.

(4) Service provided will be on a workload permitting basis and can be terminated by the controller if workload dictates.

d. Ultra light vehicles, parachute jumps, and hot air balloons require prior authorization from NAS Whidbey Island ATC for operation within Class C airspace.

Note

Refer to FAR 91 and the Aeronautical Information Manual for additional information concerning Class C airspace operating rules and pilot/equipment requirements.

4.1.4.3 Range Schedules. Range Schedules manages all airspace and is responsible for scheduling SUA, MTRs, FCLPs, bounce patterns, and CCAs.

4.2 JOINT-USE RESTRICTED AREAS. NAS Whidbey Island is designated as the Scheduling Agency for the following restricted areas in accordance with joint-use letters of agreement with the FAA. Requests for the use of these areas shall be arranged through NAS Whidbey Island per NASWHIDBEYINST 3770.1A, and/or FACSFACSDINST 3120.1. Additional information is contained in FLIP Planning AP/1A.

a. R-6701 Admiralty Inlet, WA. This range is in an inactive status. Airspace is available on a continuous basis with normal ATC services provided.

b. R-5701 and R-5706 Boardman, OR. The Naval Weapons System Training Facility, Boardman is inactive.

4.3 NAS WHIDBEY ISLAND MILITARY OPERATIONS AREAS (MOAs)

4.3.1 General. Olympic A/B, Okanogan A/B/C, Roosevelt A/B, and Boardman MOA boundaries are delineated in NASWHIDBEYINST 3770.1A and FLIP Low Altitude Charts L-1 and L-9.

4.3.2 Scheduling. Units requiring use of the MOAs shall submit requests per NASWHIDBEYINST 3770.1A.

4.3.3 Procedures. NASWHIDBEYINST 3770.1A contains procedures for MOA usage. Real-time joint-use of special use airspace (SUA) shall be the goal. At those times when SUA is not activated or being used by the designated using agency, every reasonable attempt shall be made to provide the airspace to other users. DON activities must ensure a mutual use doctrine that provides the maximum efficiency practicable.

4.4. EMERGENCY PROCEDURES

a. Pilots declaring an emergency shall be given priority handling. All crash/fire/rescue facilities shall be alerted and standing by. All other aircraft radio transmissions will be kept to an absolute minimum during emergency situations.

b. Any pilot who becomes disoriented or lost should not hesitate to call Whidbey Approach or any other military or FAA station and request assistance. Mode 3 Code 7700 should be used in emergency situations.

c. Immediately upon receipt of an aircraft emergency transmission, the ODO shall notify the local squadron concerned, giving all available information. Aircraft in emergency situations that do not require immediate landings may, with ATC approval, change from an assigned ATC frequency to contact their squadrons on tactical frequencies to receive instructions.

4.4.1 VFR Lost Communications. Aircraft shall squawk Mode 3 Code 7600, observe traffic pattern, enter normal left-hand break, and watch for signal light from tower for clearance to land.

4.4.2 IFR Lost Communications. In the event of lost communications, carry out standard procedures per Flight Information Handbook.

4.4.3 FAIROPS Lost Communications. In event of lost communications while on FAIROPS flights, comply with NASWHIDBEYINST 3722.3A.

4.4.4 RADAR Lost Communications

a. Unless instructed otherwise, aircraft experiencing loss of receiver capability while being vectored to a PAR, ASR, or PALS approach in IMC should squawk 7600, maintain 5,300 or last assigned altitude, whichever is higher, intercept the NUW 11-mile arc, and execute a TACAN approach to the arriving runway at NAS Whidbey.

b. Unless issuance of lost communications procedures is specifically requested, the following procedures shall be understood and used by locally based aircraft on radar approach, in IFR conditions, as appropriate.

(1) TACAN-equipped aircraft being vectored for a PAR/ASR or PALS Mode III approach. If no transmissions are received for 1 minute while on vectors, or 5 seconds on final approach (15 seconds for ASR), attempt to contact Whidbey on any available frequency and proceed VFR. If unable, intercept the 11-mile arc of the Whidbey TACAN at 5,300 feet or last assigned altitude, whichever is higher, and proceed with the final portion of a TACAN (arriving runway) approach.

(2) Aircraft being vectored for a PALS Mode I, IA, or II approach. If no transmissions are received for 1 minute on the vector or 5 seconds after loss of

data link, attempt to contact Whidbey on any available frequency and proceed VFR. If unable, intercept the 11-mile arc of the Whidbey TACAN at 5,300 feet or last assigned altitude, whichever is higher, and proceed with the final portion of a TACAN (arriving runway) approach.

(3) Non-TACAN equipped aircraft being vectored for PAR/ASR or PALS Mode III approach. If no transmissions are received for 1 minute on vectors or 5 seconds on final approach (15 seconds for ASR), attempt to contact Whidbey on any available frequency and proceed VFR. If unable, proceed with the intentions you have previously coordinated with the controller.

4.4.5 Missed Approach Procedures. Missed approach procedures will be conducted as outlined in current FLIP (Terminal) Instrument Approach Procedures or as directed by Whidbey Approach.

4.5 MINIMUM SAFE ALTITUDES. Minimum safe altitude within 25 NM of NAS Whidbey Island is 5,300 feet. The emergency safe altitude within 100 NM of NAS Whidbey Island is 16,500 feet.

4.6 LOCAL FREQUENCY CHANNELIZATION

a. Local channelization numbers are used in lieu of frequencies for COMVAQWINGPAC aircraft arriving/ departing NAS Whidbey Island.

b. When a frequency change is directed by Whidbey ATC, the local channel number will be used: "Change to local channel (number)."

c. Local channels are depicted in Table 7.

LOCAL CHANNEL FREQUENCIES

CHANNEL	FREQUENCY	AGENCY
1	336.4	NUW Ground
2	380.8	NUW Clearance
3	340.2	NUW Tower
4	270.8	NUW App/Dep
5	286.0	NUW App/Dep
6	319.2	SEA Center
7	270.3	SEA Center
8	363.6	NUW Paddles
9	384.4	Coup Paddles
10	280.3	ATIS
11	343.9	SEA Center
12	300.4	GCA Final
13	310.8	GCA Final
14	322.0	GCA Final
15	325.2	GCA Final
16	328.4	GCA Final
17	339.5	15E34A Dolly
18	255.4	Flight Service
19	344.6	NUW Metro
20	Various	Squadron Com

Table 7

CHAPTER 5

TRANSIENT AIRCRAFT

5.1 PARKING AND SERVICING

5.1.1 PPR. NAS Whidbey Island is a Prior Permission Required (PPR) airfield. PPR information/reservation is obtained from the NAS Air Terminal, 0730-1900 local at DSN 820-6707/8 or commercial (360) 257-6707/8. PPR must be requested 24 hours in advance except for MEDEVAC, SAR, deployed units, or NALO logistics flights. PPR is valid only 4 hours beyond ETA unless rescheduled.

Note

Units on NAS-approved deployments to Whidbey Island are not considered as transient RON aircraft and as such are exempt from PPR requirements.

5.1.2 Parking

a. Transient aircraft are parked by Air Terminal, Transient Line Division. Limited maintenance is available from 0700-1500 local Monday-Friday, and no maintenance available Saturday, Sunday, and holidays. Normally, only transport-type aircraft with passengers and/or cargo for off-load and on-load will be parked at the Air Terminal. Wide-body aircraft will normally be parked on the line abeam the Operations building, Hangar 1, and Hangar 5 due to space constraints at the Air Terminal.

b. Small military/civil aircraft (C-150, C-172, T-34, etc.) will be parked so as not to conflict with larger aircraft. Small aircraft shall not make passenger pick-ups/drops at any location other than the Flying Club, Quarterdeck, or Air Terminal.

c. To reduce safety hazards and noise levels, aircraft at the Air Terminal shall secure engines and turbine-powered auxiliary power units as soon as possible after parking. External power will normally be used while engines are secured.

d. Pilots of transient aircraft shall complete Arrival Information (NASW 3700/40) to denote servicing, maintenance, parking requirements, crew manifest, billeting location and ETD. Fuel/oil shall not be issued until the pilot provides a signed DOD Single Line Item Requisition System Document (DD 1348) complete with accounting data, or AV Fuels Into-Plane Contract Sales Slip (DD 1898) with credit card. In all cases, an aircrew member must be available when servicing is performed.

e. Normally, hangar space is not available for transient aircraft.

5.2 CUSTOMS/AGRICULTURE SERVICE

a. NAS Whidbey Island is not a designated Port of Entry. As such, routine customs and agriculture inspections are provided only for military flights originating from Canada.

b. Customs and agriculture inspections for flights originating from countries other than Canada shall be scheduled (through the ODO COMM 1-360-257-2681 or DSN 820-2681) with 48 hours advance notice.

5.3 PASSENGER SERVICE

a. Air terminal service is established under OPNAVINST 4660.3 and NASWHIDBEYINST 4660.1 to accommodate the loading/unloading of cargo and processing of passengers and baggage.

b. A passenger is any individual traveling in an aircraft who is not a member of the assigned crew. Clearance of passengers in military aircraft will be per OPNAVINST 4630.25C. The Air Terminal will endorse/sign orders for passengers/ aircrew, as required. In addition, the ODO may endorse/sign aircrew orders.

c. Anti-hijacking procedures are in effect per CINCPACFLTINST 3730.1E. Passengers and their baggage must be processed by the Air Terminal. Passengers must have the following required documents:

(1) Military: ID card; appropriate uniform when required. Retired military may fly space available with ID card, and in appropriate attire.

(2) All others: Proper/adequate identification and orders authorizing travel on military aircraft.

d. Passengers will be instructed on the use of survival equipment and escape procedures prior to takeoff.

e. Passengers will not normally board aircraft in transient parking areas. On and off-loading of passengers will be done at the Air Terminal.

5.4. CREW FACILITIES

5.4.1 Billeting

a. Officer billeting is available at the NAS Whidbey Island Transient Housing Office, McCormick Center, building 973. For personnel traveling on official government orders, lodging reservations may be made through the Transient Housing available at SATO offices or by calling 1-800-576-9327. Travelers not on government orders must check-in at the McCormick Center desk upon arrival to determine vacancy availability.

b. Enlisted billeting is available for personnel traveling on official government orders through the Transient Housing, available through SATO Offices. All other personnel must check-in at the Transient Housing Office, building 2701 upon arrival.

5.4.2 Messing. Adequate messing facilities are available. Transient personnel, military and authorized civilian, may use the facilities of the NAS Whidbey Island Galley or a variety of MWR or NEX facilities as applicable and as prescribed in NAVPERS 15951, Manual for Messes Ashore. Hot meal hours at Admiral Nimitz Hall are:

Weekdays

Breakfast	0530-0800
Lunch	1030-1230
Dinner	1630-1900
Mid (M-TH)	1900-0100

Weekends and Holidays

Breakfast	0630-0800
Brunch	1030-1230
Dinner	1530-1800

5.4.3 In-flight Rations. In-flight rations; i.e., box lunches, are available by ordering through the NAS Galley. Request forms are available at the Air

Terminal. In-flight rations should be requested a minimum 3 hours in advance to allow sufficient time for preparation and pick up at the Galley. Large orders (25 or more) require 24 hours advance notice. A standard fee, which is collected at the Galley, is charged for in-flight rations. Entitlement information concerning in-flight meals is contained in NAVSUP P-486, paragraph 6381.

5.4.4 Other Food Facilities

a. The Air Terminal has vending machines available during normal working hours (0700-1900).

b. The Bowling Alley Snack Bar (Kegler's Kafe):

Mon-Thu, Sun	0600-2230
Fri-Sat	1100-2300
Holiday	Closed

c. AIMD Snack Bar, building 2547:

Mon-Fri	0630-1700
Weekends/holidays	Closed

d. Hangar 5:

Mon-Fri	0630-2100
Weekends/holidays	Closed

e. Hangar 6:

Mon-Fri	0630-2100
Weekends/holidays	Closed

f. Hangar 8:

Mon-Fri	0630-2100
Weekends/holidays	Closed

g. A commercial fast food restaurant is also located on the air station. Hours of operation are 0600-2300, Monday through Saturday; 0700-2300, Sunday.

5.4.5 Transportation

a. Official vehicles are available through the Public Works Transportation Dispatcher, DSN 820-3133. Vehicle reservations may also be made prior to arrival via message traffic.

b. Non-military transportation should be used for transiting to/from Oak Harbor Airpark and other destinations, in connection with official travel. Costs will be reimbursed upon submittal of travel claim.

c. Limited transportation is available at the Air Terminal for movement of passengers/baggage to/from billeting. The station taxi service should be used to the maximum extent possible. Call extension 7-3133; taxi service operating hours are 0730-1530 Monday-Friday; not available on weekends and holidays.

5.5 DISTINGUISHED VISITORS (DVs)

a. Commissioned officers of the Navy (Captain or above), commissioned officers of the other services of equivalent rank, and important civilian dignitaries are extended maximum courtesy and cooperation.

b. Aircraft inbound with DV aboard should contact BASEOPS 350.0 MHz, 15-30 minutes prior to arrival confirming ETA/block time.

c. The ODO is responsible for notifying the CDO/OOD and concerned commands regarding the estimated arrival/departure time of aircraft carrying distinguished visitors. The CDO will keep the Commanding Officer and Executive Officer informed of DV

movements.

d. The Commanding Officer or designated representative (CDO) will greet distinguished visitors embarking on or disembarking from aircraft at NAS Whidbey Island.

e. Aircraft transporting DVs should expect parking at the Quarterdeck, building 385.

CHAPTER 6

AIRCRAFT CRASH AND RESCUE

6.1 CRASH AND RESCUE BILL

a. NASWHIDBEYINST 3750.17A contains the crash and rescue bill, which includes detailed instructions concerning station crash and rescue procedures.

b. Crashes occurring on the field will cause that portion of the field to be closed. All unauthorized personnel will remain clear.

6.1.1 Immediate Response Alert

a. Per NAVAIR 00-80R-14, NATOPS Aircraft Fire Fighting and Rescue Manual, an immediate response alert shall be maintained at all times while landings and takeoffs are being conducted.

b. The immediate response alert (duty truck) shall be posted at the time and location directed by the control tower. Normal location is at the hard-stand adjacent to the AN/SPN-42T4 site north of the mid-field runway intersection. During light/sporadic flight operations, the duty truck may be posted at the Crash House, building 2526.

6.2 SEARCH AND RESCUE BILL. NASWHIDBEYINST 3130.1M contains the search and rescue bill, which includes detailed instructions concerning station search and rescue procedures.

6.3 SALVAGE BILL. NASWHIDBEY-INST 3750.17A contains the aircraft salvage bill, which includes detailed instructions concerning station aircraft salvage procedures.

CHAPTER 7

OLF COUPEVILLE

7.1. GENERAL

7.1.1 Description and Location. OLF Coupeville is located at 48°11'N, 122°38'W, or 150°/10 NM from NAS Whidbey Island TACAN. OLF Coupeville is used by fleet aircraft for field carrier landing practice (FCLP). OLF Coupeville has one concrete runway (14/32) which is 5,400 feet by 200 feet. Elevation of the field is 199 feet. E-5 chain gear is located at midfield and requires about 20 minutes to rerig when the active runway is changed. A Fresnel lens or MOVLAS is set up on the active runway. A standard carrier deck "box" is painted on the approach end of each runway with deck lighting incorporated. High-intensity runway lights are also available. Two permanent LSO shacks are located abeam each carrier deck and contain controls for all field lighting and the Fresnel lens. Each LSO shack is also equipped with UHF radio (LSO: 384.4 MHz), telephone, and anemometer.

7.1.2 Navigational Aid. An/ARN-84(V) aircraft TACAN is installed in the OLF Coupeville control tower. It is preset to Channel 29 and is available for "air-to-air ranging" (DME only, no bearing information available). This TACAN equipment transmits DME information to only five aircraft simultaneously.

7.1.3 Runway Weight Bearing Capacity. Runway weight bearing capacities are shown in Table 8.

PAVEMENT WHEEL LOADING

Single Wheel	Twin Wheel	Single Tandem	Twin Tandem
46k	75k	95k	215k

Table 8

7.1.4 Alert Area A-680. This alert area is defined as a 3NM radius of OLF Coupeville to and including 3,000 feet MSL, and is established to inform others of the specific area wherein a high volume of pilot training is conducted. Published times of use are: April - October, 1000-0130; Monday-Friday; November - March, 1000-2359 Monday-Friday; other times by NOTAM.

7.2 SCHEDULING AND USE

a. Refer to paragraph 3.10.1 for scheduling procedures.

b. OLF Coupeville is available Monday through Friday from 0800 to 2400. Coupeville is manned only during FCLP periods, or by prior arrangement, and use of or entry into the pattern at other times is prohibited. Seasonal adjustment of FCLP termination hours may be made by the NAS Whidbey Island Operations Officer.

c. COMVAQWINGPAC LSOs are responsible for ensuring that their respective squadrons are properly briefed on the patterns to be flown at OLF Coupeville. It is the responsibility of the Wing LSO to ensure that squadrons fly the pattern as designed due to the noise sensitivity of the area. **(Noise Abatement Procedure)**

d. No more than five aircraft shall be permitted to enter the FCLP pattern at one time. FCLP operations at OLF Coupeville shall be limited to that area within a 3-mile radius of the OLF Coupeville airstrip extending up to and including 2,000 feet excluding that airspace which lies within R-6701. **(Noise Abatement Procedure)**

CAUTION

The airspace within the area designated for FCLP is not reserved for exclusive military use and is frequently transited by civil aircraft that may not be operating under ATC control.

e. OLF Coupeville personnel have primary responsibility for determining the OLF Coupeville active runway. Surface winds as well as winds at pattern altitude are considered. The runway most nearly aligned with the wind shall be used when the wind is 5 knots or more. When the wind is less than 5 knots, OLF personnel shall ensure equitable runway distribution. If necessary, OLF personnel shall review runway use records/log to assist in equitable runway selection. Wind permitting, the NAS Whidbey Island goal for runway use is a 50/50 split. **(Noise Abatement Procedure)**

f. Weather minimums for OLF Coupeville FCLPs are ceiling 1,700 feet and visibility 3 miles.

7.2.1 Coordination

a. The OLF Coupeville LSO shall inform the NAS Whidbey ATC Facility Watch Supervisor by telephone of:

(1) Manned and ready status;

(2) Runway in use, and any time it becomes necessary to change the active runway;

(3) Commencement of operations at OLF Coupeville; and

(4) Completion of daily operations.

Note

The Coupeville LSO shall be responsible for verifying that all equipment is set up and operating properly at least 30 minutes prior to launch time.

b. The ATC Facility Watch Supervisor shall advise the OLF Coupeville LSO by telephone of:

(1) Arrival runway in use at Ault Field;

(2) Approach control frequency to be used by aircraft returning to Ault Field;

(3) Departure procedures from Coupeville; and

(4) Unusual airport or weather conditions which may affect the timely recovery of aircraft departing OLF Coupeville and returning to Ault Field.

7.3 AULT FIELD TO COUPEVILLE PROCEDURES (Refer to Illustration (7))

a. Clearance Delivery or Ground Control shall assign an appropriate transponder code and departure control frequency to aircraft departing Ault Field. Due to the short transit on a Runway 13 departure - Runway 14 arrival, aircraft will be changed from Whidbey Tower directly to Coupeville Paddles.

b. Aircraft departing Ault Field will not be released for departure until the OLF Coupeville LSO has informed the NAS Whidbey ATC Facility Watch Supervisor that they are "Manned and ready."

c. Fly runway heading to 2,500 feet and then proceed via the routes depicted in Illustration (7). To avoid conflict with Ault Field break traffic, **DO NOT** climb above 1,000 feet until the upwind end of the runway. If cloud bases do not permit VFR clearance from cloud criteria at 2,500 feet (i.e., 500 feet below clouds), advise ATC; a lower altitude of not less than 1,200 feet may be flown. If OLF Coupeville's weather is marginal, only one aircraft will be launched. If the ceiling at Coupeville is less than 1,700 feet, or visibility is less than 3 miles, advise Departure Control and return to NAS Whidbey.

d. Aircraft departing under IFR shall be issued a short-range clearance and will remain under the control of Whidbey Departure Control until reporting in VMC with OLF Coupeville in sight.

e. When OLF Coupeville is reported in sight, and when directed by Whidbey Departure Control, contact Coupeville Paddles and report the "initial."

CAUTION

A mid-air collision potential is known to exist between the OLF Runway 32 to Ault Field VFR departure route and the Ault Field Runway 7/13 to OLF Runway VFR entry at a point over Penn Cove where the two routes cross.

f. The "initial" for Runway 14 is defined as a cone 30 degrees either side of runway centerline, 3NM from the carrier box. Aircraft shall proceed inbound to the break, or as assigned by Paddles. The "initial" for Runway 32 is a position over water, 3 NM from the carrier box (See Illustration (7)). Aircraft shall depart the Runway 32 "initial" heading 330° and descend to 1,200 feet MSL (day)/1,500 feet MSL (night) for pattern entry. **(Noise Abatement Procedure)**

7.4 FCLP PATTERNS (Refer to Illustration (8)

7.4.1 Break Entry/Procedure. When instructed by the Coupeville LSO, descend to or maintain 1,200 feet MSL (day)/1,500 feet MSL (night) break altitude. Proceed from the "initial" to the runway in use and report the numbers. Make a level break when cleared by the LSO and enter the appropriate FCLP pattern for the runway in use. Aircraft shall squawk standby while in the FCLP pattern.

Note

Night FCLP pattern for Runway 14 shall be used when over-shooting crosswind forces day pattern too close to coastline on downwind. Do not fly over coastline. (Noise Abatement Procedure)

7.4.2 Delta Pattern. VMC Delta will be flown to the left side of the active runway at 1,200 MSL, gear as required, flaps down, 150 KIAS, and speed brakes in. Normally, a Delta pattern will be given when minimal delay is expected; i.e., 10 minutes. All aircraft must remain alert, and a firm lookout doctrine must be strictly adhered to during this evolution.

7.5 COUPEVILLE TO AULT FIELD PROCEDURES (Refer to Illustration (9)). While on last downwind run, aircraft shall squawk the transponder code initially assigned upon departure from Ault Field, and contact Whidbey Approach to coordinate return route. After completion of the FCLP period aircraft shall:

a. Departing Runway 14 for (NUW) Runways 7 or 13, climb to a maximum of 700 feet MSL until the upwind numbers and execute a right turnout, reducing power as soon as safely possible, to heading of 155 degrees and execute the appropriate return route. Continue climb to 2,000 feet MSL, or maintain VFR, contacting Whidbey Approach Control. **Low transitions prohibited. (Noise Abatement Procedure)**

b. Departing Runway 14 for (NUW) Runways 25 or 31: climb to a maximum of 700 feet MSL until the upwind numbers and execute a left turnout, reducing power as soon as safely possible, to heading of 100 degrees and execute the appropriate return route. Continue climb to 2,000 feet MSL, or maintain VFR, contacting Whidbey Approach Control. **Low transitions prohibited**. **(Noise Abatement Procedure)**

c. Departing Runway 32 for NUW: climb and transition to a clean configuration as expeditiously as possible. Aircraft shall remain on extended centerline until feet wet over Penn Cove and cleaned up and able to turn right or left at a reduced power setting to execute the appropriate return route, unless otherwise previously coordinated with Whidbey Approach Control. Continue climb to 2,000 feet MSL, or maintain VFR, contacting Whidbey Approach Control. **Low transitions prohibited**. **(Noise Abatement Procedure)**

CAUTION

Aircraft departing OLF shall be alert for traffic over Penn Cove proceeding to OLF from Ault Field runways 7/13.

7.6 INFORMATION AND RESTRICTIONS

7.6.1 Radar Pattern Conflicts. Returning VFR aircraft shall avoid PAR patterns that operate in close proximity to OLF Coupeville. Whidbey Runway 31 approach pattern is exceptionally critical. (Refer to Illustration (9))

7.6.2 Noise Abatement. Noise abatement requires knowledge of the course rules and a mind set. High power settings and erratic power control are the two variables that have the greatest impact on the public. Both are directly controllable by the pilot. Reduction of power after safely airborne, avoidance of full power when possible, and smooth power applications are all consistent with professional aviation and noise abatement. **(Noise Abatement Procedure)**

7.6.3 No Flap/No Slat Approaches. EA6 shall not practice no flap/no slat approaches at OLF. **(Noise Abatement Procedure)**

7.6.4 Full Stop Landings. Full stop landings at Coupeville will be made only in an emergency when an **IMMEDIATE** landing is necessary.

7.6.5 Fuel Dumping. Fuel dumping

shall not be conducted below 8,000 feet AGL. Fuel release in the Coupeville pattern is strictly prohibited unless an emergency situation exists. Approach control shall be advised prior to and upon completion of fuel release.

7.6.6 Oak Harbor Airpark. Oak Harbor Airpark is located directly north of OLF Coupeville on the north side of Penn Cove. Do not overfly the Airpark below 3,000 feet AGL and, if using Runway 14, do not extend downwind beyond halfway of Penn Cove so as to avoid entry into Oak Harbor Airpark traffic pattern.

7.6.7 Coupeville Airpark. Coupeville Airpark is a personal-use airport located in the clearing 1/4-mile west and abeam of OLF Coupeville. It is a 2,500 foot grass strip oriented as runway 6/24, and as such is approximately perpendicular to the OLF Coupeville runway. By agreement, the owner/ operator shall coordinate operations with NAS Whidbey Island prior to commencing operations.

7.6.8 R-6701. R-6701 is inactive. Coordination with scheduled FCLPs is not required.

7.6.9 MOVLAS. MOVLAS is available for use on Runways 14 and 32. NAS Whidbey Island Range Schedules Division must be notified in advance should a MOVLAS period be desired. Range Schedules Division will in turn include the MOVLAS periods in the weekly FCLP schedule.

7.6.10 Lost Communications Procedures. Aircraft experiencing lost communications and encountering IMC, squawk 7600, climb to 3,000 feet, intercept the 11-mile arc, and execute TACAN approach to active runway at NAS Whidbey Island.

7.6.11 LSO Responsibilities. The Coupeville LSO shall inform Whidbey Approach Control, extension 7-2887, of aircraft experiencing radio or other difficulties.

CHAPTER 8

HELICOPTER OPERATIONS

8.1 GENERAL. Helicopter operations will be in accordance with NATOPS General Flight and Operating Instructions. Further guidelines are outlined below.

8.1.1 Taxi Procedures. Helicopter taxi shall conform to the normal taxi routes and procedures in Chapter 3. Helicopters air taxiing shall not present a hazard to vehicles, aircraft on the surface, personnel, buildings, or other obstructions. Deviation from taxi routes shall be done only with approval from the control tower.

8.1.2 Areas to Avoid Overflying. Helicopters will avoid overflying Clover Valley School, Naval Hospital, Whidbey Apartments, AUW Compound, magazines, fuel pits, other aircraft, and, to the maximum extent possible, other air station buildings. Routine overflying of the San Juan's populated areas will be avoided; maintain 1,000 feet AGL if transit necessary. **(Noise Abatement Procedure)**

8.1.3 Helicopter Traffic Patterns. Tower may apply preventive control to NAS Whidbey Island helicopters to eliminate repetitious, routine approval of pilot actions. When tower traffic does not permit the use of preventive control, closed pattern operations may be authorized under positive control procedures.

a. Pilot must initiate "Request preventive control."

b. Controller will assign an operating area, normally at the approach end of the off-duty runway, and state "call sign, wind, preventive control approved."

c. Helicopters shall remain at or below 500 feet and are authorized to do continuous operations including turning downwind prior to midfield at pilot's discretion, cleared for touch and go/stop and go/low approach, or landing without requesting clearance on each pass.

d. Auto-rotations are not authorized under preventive control and must be specifically requested.

8.2 VFR DEPARTURES AND ARRIVALS (Refer to Illustration (1)). VFR departures and arrivals will be as directed by the tower and will normally use helicopter pads "Charlie" or "Echo." Helicopter pads "Alpha North" and "Alpha South" are primarily for use by SAR/MEDEVAC flights. Departures will remain on tower frequency until authorized to change frequencies. Authorization from the tower shall be obtained prior to crossing the active runway or extended centerline, unless at or beyond 3 miles at altitudes of 500 feet AGL or lower.

8.3 SPECIAL VFR OPERATIONS

a. Special VFR clearance to depart the surface area of Class C airspace will be obtained from Ground Control prior to requesting clearance for takeoff.

b. Special VFR clearance to enter the surface area of Class C airspace

will be obtained from Whidbey Approach or Whidbey Tower prior to entry.

c. Local Special VFR operations within the surface area of Class C airspace will be approved, traffic permitting.

d. The following conditions shall apply to Special VFR operations:

(1) Helicopters shall maintain visual reference to the surface.

(2) Special VFR helicopters shall be separated by 1 mile or by visual separation when approved by Whidbey Approach.

(3) Separation between a Special VFR helicopter and an arriving or departing IFR aircraft:

(a) If the IFR aircraft is less than 1 mile from the landing airport: 1/2 mile.

(b) If the IFR aircraft is 1 mile or more from the airport: 1 mile.

(4) Special VFR helicopters shall remain on tower frequency, unless otherwise directed.

8.4 IFR DEPARTURES AND ARRIVALS

a. Helicopter operations under IFR conditions will be the same as those for fixed-wing aircraft. These operations shall be conducted to/from a runway surface only; helicopter IFR departures shall be issued appropriate departure instructions.

b. During IMC, an "EVAC ONE" is normally flown for MEDEVAC flights to Madigan Army Hospital. The minimum IFR altitude authorized by Whidbey and/ or Seattle Approach is 2,000 feet MSL. Weather conditions may require a GCA at Gray AAF with final landing at Madigan Army Hospital. The NAS Operations Duty Officer must contact Gray AAF at DSN 357-3319/5525 to coordinate a GCA after 1600 local.

8.5 CLOSED FIELD TAKEOFF/ LANDING. NAS Whidbey Island helicopters are authorized closed field takeoffs/landings when on active SAR/ MEDEVAC missions. The pilot in command is responsible for ensuring weather conditions are adequate for the type of operation.

CHAPTER 9

WHIDBEY ISLAND NAVY FLYING CLUB (WINFC)

9.1 GENERAL. This chapter establishes guidelines for WINFC operations at Ault Field and within associated airspace. Other applicable chapters of this manual are also binding, and compliance by club members is mandatory.

9.2 OPERATING PRIORITY. WINFC operations are permitted at Ault Field on a not-to-interfere basis.

9.3 WINFC LOCAL FLYING AREA. The WINFC local flying area includes the area within a 50 nautical mile radius of NAS Whidbey Island and the area within a 30 nautical mile radius of Seattle-Tacoma VORTAC. Airspace over Canada, with the exception of the approach corridor for Bellingham Airport, is not included in this area.

9.4 WEATHER BRIEFS. A weather brief shall be obtained prior to all flights.

9.5 VFR FLIGHT PLAN REQUIREMENTS

a. Local flights are considered VFR round-robin flights of no more than 8 hours total duration which remain within the WINFC local flying area. Local flights shall be filed and approved at the WINFC Clubhouse, per OPNAVINST 1710.2E, except local flights to Gray AAF or McChord AFB require filing with NAS Whidbey Island Flight Planning.

b. Cross-country flights are considered flights of more than 8 hours total duration or any flight out of the WINFC local flying area.

c. Cross-country flights shall be filed with NAS Whidbey Island Flight Planning. FAA Form 7233-1 will be used and the flight plan shall be submitted a minimum of **45 minutes prior to ETD**.

d. NAS Whidbey Island ATC will activate/close cross-country flight plans on departure/arrival at NAS Whidbey Island. Pilots must open and close their own flight plans at points other than military fields. A flight plan must be activated for return to NAS Whidbey Island.

9.6 IFR FLIGHT PLAN REQUIREMENTS

a. IFR flights shall be filed with NAS Whidbey Island Flight Planning. FAA Form 7233-1 will be used and the flight plan shall be submitted a minimum of **45 minutes prior to ETD**.

b. NAS Whidbey Island ATC will activate and close IFR flight plans on departure/arrival at NAS Whidbey Island. Pilots must open and close their own flight plans at points other than military fields. A flight plan must be activated for return to NAS Whidbey Island.

9.7 RUNWAY USE

a. WINFC shall use those portions of the runways as depicted in Illustration (10). When short field arresting gears are derigged, the additional portion of the runway may be used.

b. When the short field gears are

rigged, the following procedures apply:

(1) RWY 7/25. Those aircraft unable to land/depart on the area depicted in Illustration (10) shall land between the arresting gear cables. Pilots shall advise Ground Control/ Tower of this requirement. Clearance from the control tower for landing on Runway 7 or 25 will be understood as clearance to land between the arresting gear.

(2) RWY 13/31. All operations will normally be conducted between the arresting gears.

9.8 TAXIWAY BRAVO OPERATIONS. Traffic permitting, VFR departures/ arrivals may be conducted on Taxiway Bravo between sunrise and sunset by those WINFC aircraft authorized to operate on surfaces 3000' or less. Sunrise ad sunset shall be determined per the Plan of the Day. Usable surface of Taxiway Bravo is 3000'. It will be referred to as "Bravo North" (heading 010°) or "Bravo South" (heading 190°) dependent on traffic flow.

9.9 VFR PROCEDURES

9.9.1 Local Flight Departures

a. Prior to leaving the WINFC flight line, contact Ground Control for taxi clearance to the WINFC run-up area in the vicinity of the approach end of Runway 7, and provide the following information:

(1) "North (or South) Departure"

(2) "Local flight to (destination)"

(3) Total time en route (including delays)

(4) "Request flight following" (WINFC operating procedures require all pilots to request flight following for South Departure; at pilot's discretion for North Departure)

(5) "Solo student pilot" (if applicable)

b. Ground Control will issue a transponder code for all departures whether flight following is requested or not. Departures will activate transponders using altitude readout (Mode C) prior to takeoff, and maintain transmission of that code until authorized to change to a VFR frequency/code.

9.9.2 Departure Procedures

a. Runway Bravo North or Runway 7: Contact the control tower for takeoff clearance when ready for takeoff.

b. All other runways: Contact Ground Control for clearance to taxi to the required runway. Contact the control tower at the hold short for takeoff clearance.

c. Aircraft will maintain runway heading after takeoff until cleared to turn (if required). Clearance for takeoff with a "North" or "South" departure by the tower is considered clearance to make the required turn at the pilot's discretion. If instructions to "Start your turn now. . ." are received from the tower immediately after takeoff, pilots shall execute a maximum (10°) angle of bank turn until a safe altitude is obtained.

d. Takeoff clearances from Runway 7 that require remaining west of Runway 13/31 centerline are not authorized for

WINFC aircraft. Pilots shall inform the control tower that they are unable to comply with such a clearance.

e. After takeoff, maintain 800 feet MSL until north of "Cornet Bay" (3.5DME) or south of "Sunset Beach" (3.5DME) or **as directed by the Control Tower.**

f. Aircraft requesting flight following to the north and all south departures will be switched to Departure Control by the control tower after takeoff.

g. Aircraft on north departures not requesting flight following shall report "clear north" to the control tower when abeam Cornet Bay.

h. The final responsibility for flight safety rests with the pilot. The control tower shall be informed immediately if instructions are beyond the capability of the pilot or aircraft.

9.9.3 Cross Country Flight Departures

a. Contact Ground Control when ready for taxi. Provide the following information:

(1) "North (or South) Departure"

(2) "VFR cross-country to (destination)."

(3) "Request flight following" (WINFC operating procedures require all pilots to request flight following for South Departure; at pilot's discretion for North Departure)

(4) "Solo student pilot" (if applicable)

b. All remaining procedures are as for Local Flight Departures contained in paragraph 9.9.1 above.

9.9.4 Arrivals

a. All arriving aircraft will monitor ATIS on 134.15 MHz prior to contacting the control tower or approach control.

b. Contact the control tower on 127.9 MHz at least 5 miles prior to entering Class C surface area airspace. Initial contact should include a cardinal direction from the field (north, south, east, or west) and an estimated distance. Advise if a solo student. A transponder code and specific entry directions will be issued by the control tower after initial contact.

c. Arrivals from the south or west shall contact Approach Control on 118.2 MHz for flight following. North or east arrivals may request flight following from Approach Control on 120.7 MHz. Approach Control will switch arrivals to the control tower prior to entering NAS Whidbey's Class C surface area but only after the pilot reports the field in sight.

d. Aircraft will proceed to the entry, or holding point, as directed by the tower. Normal procedures will be to report the north or south entry point. The entry points are "Cornet Bay" to the north and "Sunset Beach" to the south. Holding points are "Monkey Hill" to the north and the "Golf Course" to the south. These points are identified on Illustration (11).

Note

Aircraft returning from the north may be directed to overfly the field and report Sunset Beach as determined by

traffic conditions.

e. Aircraft will proceed from the entry or holding point to the landing runway as directed by the control tower. Standard VFR straight-in, down-wind, or base entries can be expected.

f. The final responsibility for flight safety rests with the pilot. The control tower must be informed immediately if instructions are beyond the capability of the pilot or aircraft.

9.9.5 VFR HOLDING PATTERNS (Refer to Illustration (11))

9.9.5.1 North Holding

a. Cornet Bay: Day and night, hold north and east of Benure Island at 1200 feet MSL. Descend to 800 feet MSL when cleared inbound for landing.

b. Monkey Hill: Hold north and east of the intersection of Monkey Hill Road and Troxell Road at 800 feet MSL day and 1000 feet MSL night.

9.9.5.2 South Holding

a. Sunset Beach: Hold over water, west and south of Sunset Beach (at west end of Crosby Road) at 800 feet MSL.

b. The Golf Course: Hold over the golf course south of Rocky Point at 800 feet MSL day and 1000 feet MSL night.

9.10 IFR PROCEDURES

9.10.1 Departures

a. Request IFR clearance from Clearance Delivery prior to leaving the WINFC flight line.

b. Contact Ground Control for clearance to the WINFC run-up area. Advise that the flight is IFR, a flight plan is on file with Operations, and you have your clearance.

c. After engine run-up is complete, contact the control tower when ready for takeoff if Runway 7 is to be used (no IFR takeoffs from Bravo), or Ground Control for "further taxi" to another runway.

d. Initial routing will be issued for **noise abatement** as follows:

(1) Runway 13 - fly heading 125

(2) Runway 7 - fly heading 064

(3) Runway 25 - fly runway heading

(4) Runway 31 - fly runway heading

e. Change to Departure Control when directed by the control tower.

9.10.2 Arrivals. On initial contact with Whidbey Approach, advise type approach requested; i.e., PAR, ASR, visual, etc. Proceed as directed by Approach Control. Vectors for a visual approach require a ceiling of 2,300 feet and visibility of 3 miles at the airport.

9.11 LOST COMMUNICATIONS PROCEDURES

9.11.1 VFR

a. Prior to contact with Whidbey Tower: Proceed to the closest usable airport. Contact ATC Facility Watch Supervisor at 7-2887/3385 to

coordinate no-radio entry at NAS Whidbey Island.

b. After contact with Whidbey Tower: Set transponder to 7600. Proceed to Monkey Hill or the Golf Course holding fix, as appropriate, and hold until receiving instructions via light gun signals from the tower.

c. If instructions are not received within 5 minutes of entering holding, proceed in accordance with paragraph 9.11.1a.

9.11.2 IFR. Prior to commencing any radar approach, the approach controller will request your intentions in the event of lost communications. If communications are lost prior to contact with Whidbey Approach, proceed per FAR Part 91 lost communication procedures.

9.12 CLOSED AIRPORT OPERATIONS.

a. When authorized by the Operations Officer, WINFC may conduct flight operations on Federal Holidays and other published periods of airfield closure. Flight operations shall be conducted with the following limitations:

(1) WINFC aircraft only.

(2) Operations conducted between sunrise and sunset (Per NAS Plan of the Day).

(3) Operations conducted in VFR conditions only (ceiling 1,000 feet/ visibility 3 miles).

b. SVFR or IFR not authorized.

9.12.1 Pilot Procedures

a. Prior to engine start, notify the NAS Operations Duty Officer of ETD and ETA of aircraft, and obtain airport information normally obtained in the ATIS broadcast.

b. Prior to engine start, file VFR flight plan with Seattle FSS. Flight Plans shall be activated by radio after departure, and closed by radio or telephone (1-800-WX-BRIEF) after landing.

c. Obtain accurate weather forecast to ensure airfield will be VFR upon return.

9.12.2 Departure Procedures

a. After performing run up at the Runway 7 hold short, contact Approach Control on 120.7 for traffic advisories and IFF squawk.

b. Prior to further taxi, switch to tower frequency 127.9 and announce intentions.

c. Prior to takeoff, announce takeoff intentions (runway and direction of flight).

d. After departure, as appropriate, contact Approach Control (120.7 North/118.2 South) for traffic advisories.

9.12.3 Arrival Procedures

a. If arrival will be early, or more than 10 minutes after prior coordinated ETA, contact the ODO on 127.8 and advise of new ETA.

b. Prior to 10 DME from NUW, contact Approach Control 120.7 North/118.2 South) for traffic advisories and airport information.

c. At Cornet Bay or Sunset Beach, report the field in sight. When instructed by Approach Control, switch to 127.9 and announce position and landing intentions.

d. Make further advisory transmissions in accordance with FAA recommendations for uncontrolled airports.

9.12.4 Course Rules. With the exception of the above, all traffic patterns, altitudes, entry/exit points and procedures specified in this manual shall be adhered to by WINFC aircraft.

9.13 WINFC LOCAL TRAINING AREAS. The following areas have been established for WINFC:

a. North Training Area (NTA). The area between 10 and 25 NM from NUW east of the NUW 310 radial and north of Highway 20, not over Canada.

b. East Training Area (ETA). The area between 10 and 25 NM from NUW south of Highway 20, and north of the NUW 130 radial.

c. South Training Area (STA). The area between 10 and 25 NM from NUW west of the NUW 130 radial and south of a line extending through Smith Island to the ELWHA radio beacon (NUW230042).

d. West Training Area (WTA). The area between 10 and 20 NM north of a line extending through Smith Island to the ELWHA radio beacon (NUW230042) and west of the NUW 310 radial, not over Canada.

9.14 T-34 Mentor Local Call Signs. The following is a list of authorized Mentor call signs which are to be used only within NAS Whidbey Approach Control Airspace:

N98979	MENTOR 1
N9334B	MENTOR 2
N349MF	MENTOR 3
N9633A	MENTOR 4
N18FC	MENTOR 5

Naval Air Station, Whidbey Island, WA
Ault Field Diagram

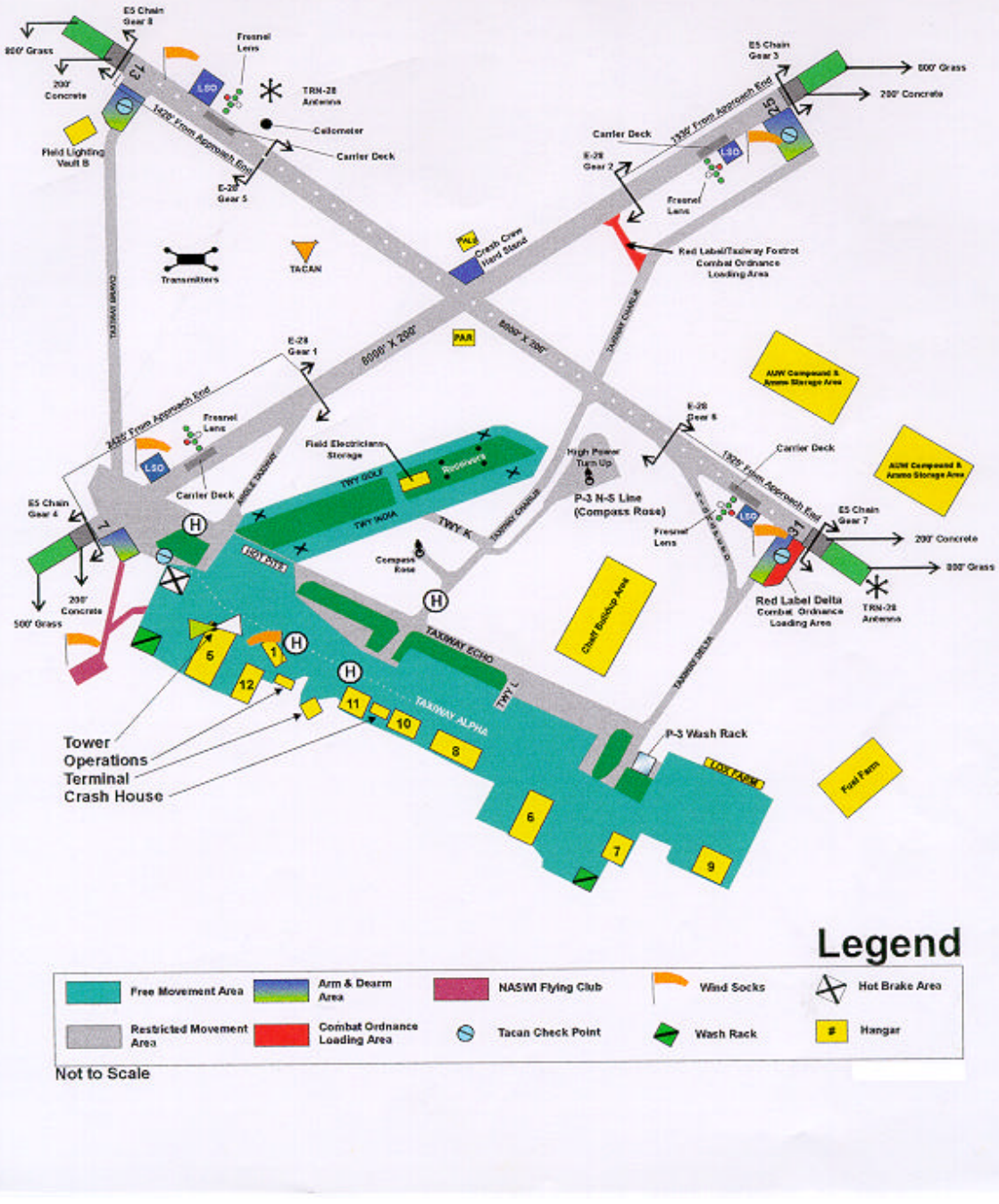
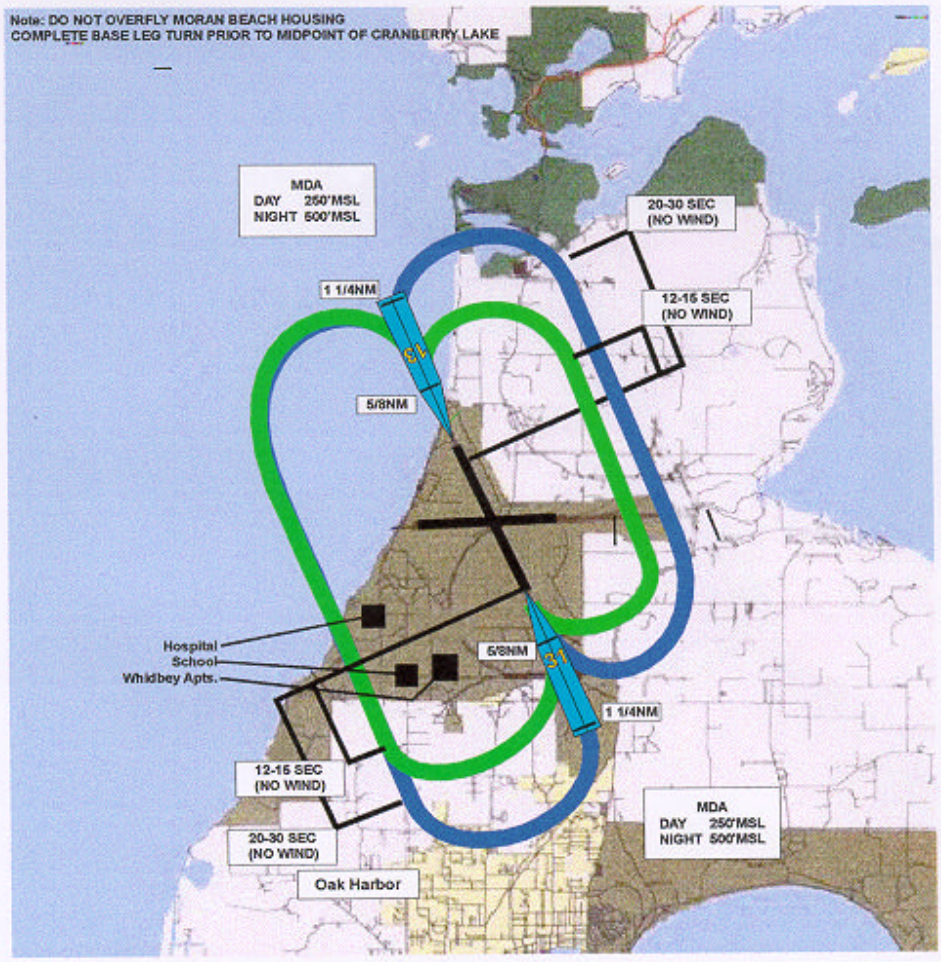


Illustration (1)

Illustration (2)

VFR TOWER PATTERNS: RUNWAYS 13 & 31



BREAK: DAY 1500' MSL, DESCEND TO 1000' MSL ON DOWNWIND
BREAK: NIGHT 1700' MSL, DESCEND TO 1200' MSL ON DOWNWIND
SPIN: REENTER FOR STANDARD BREAK

CLIMB TO 300' MSL DAY / 600' MSL NIGHT PRIOR TO TURNING DOWNWIND

DELTA: LEFT OF RWY, NORMALLY AT PATTERN ALTITUDE, 150 KIAS, SPEED BRAKES IN
NOISE ABATEMENT: RWY 25 AVOID OVERFLIGHT OF NAVAL HOSPITAL, WHIDBEY APARTMENTS, CLOVER VALLEY SCHOOL, & RAMP AREA

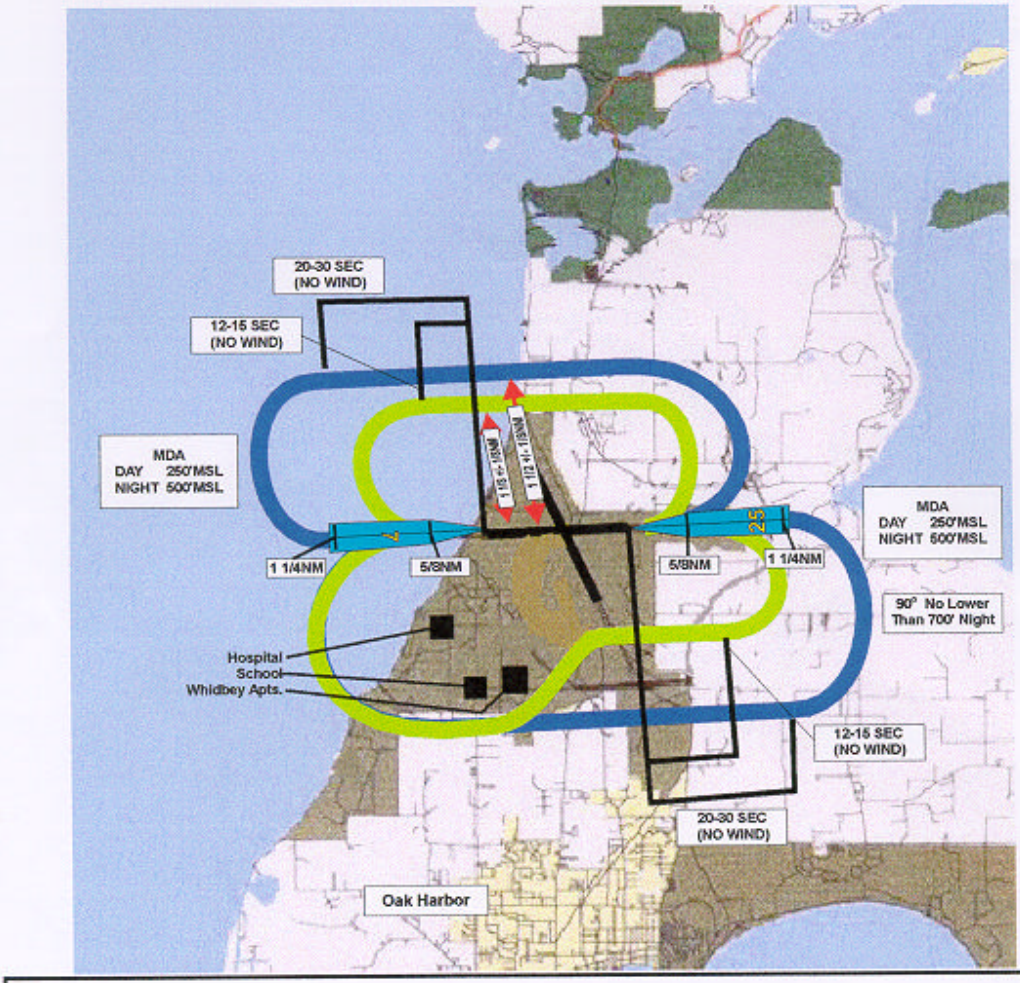
DAY

NIGHT

NOTE: DRAWING NOT TO SCALE. FLIGHT PATH DEPICTS GENERALIZED TRAFFIC FLOW.

Illustration (3)

VFR TOWER PATTERNS: RUNWAYS 7 & 25



BREAK: DAY 1500' MSL, DESCEND TO 1000' MSL ON DOWNWIND
BREAK: NIGHT 1700' MSL, DESCEND TO 1200' MSL ON DOWNWIND
SPIN: REENTER FOR STANDARD BREAK

CLIMB TO 300' MSL DAY / 600' MSL NIGHT PRIOR TO TURNING DOWNWIND

DELTA: LEFT OF RWY, NORMALLY AT PATTERN ALTITUDE, 150 KIAS, SPEED BRAKES IN
NOISE ABATEMENT: RWY 25 AVOID OVERFLIGHT OF NAVAL HOSPITAL, WHIDBEY APARTMENTS, CLOVER VALLEY SCHOOL, & RAMP AREA

NOTE: DRAWING NOT TO SCALE. FLIGHT PATH DEPICTS GENERALIZED TRAFFIC FLOW.

DAY

NIGHT

NAS WHIDBEY APPROACH CONTROL AIRSPACE

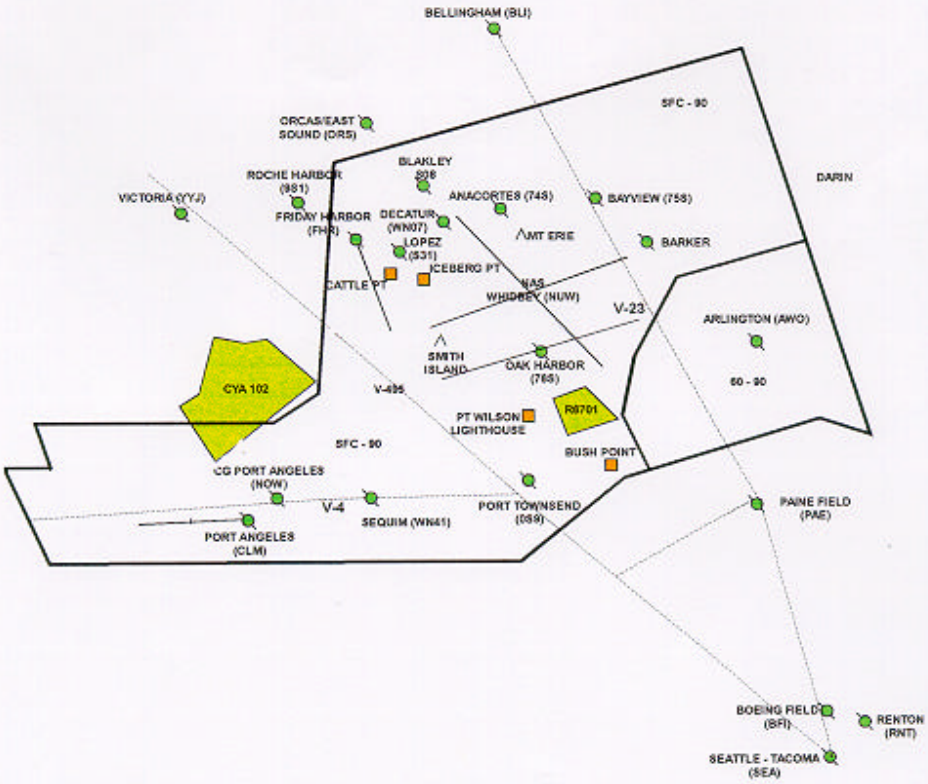
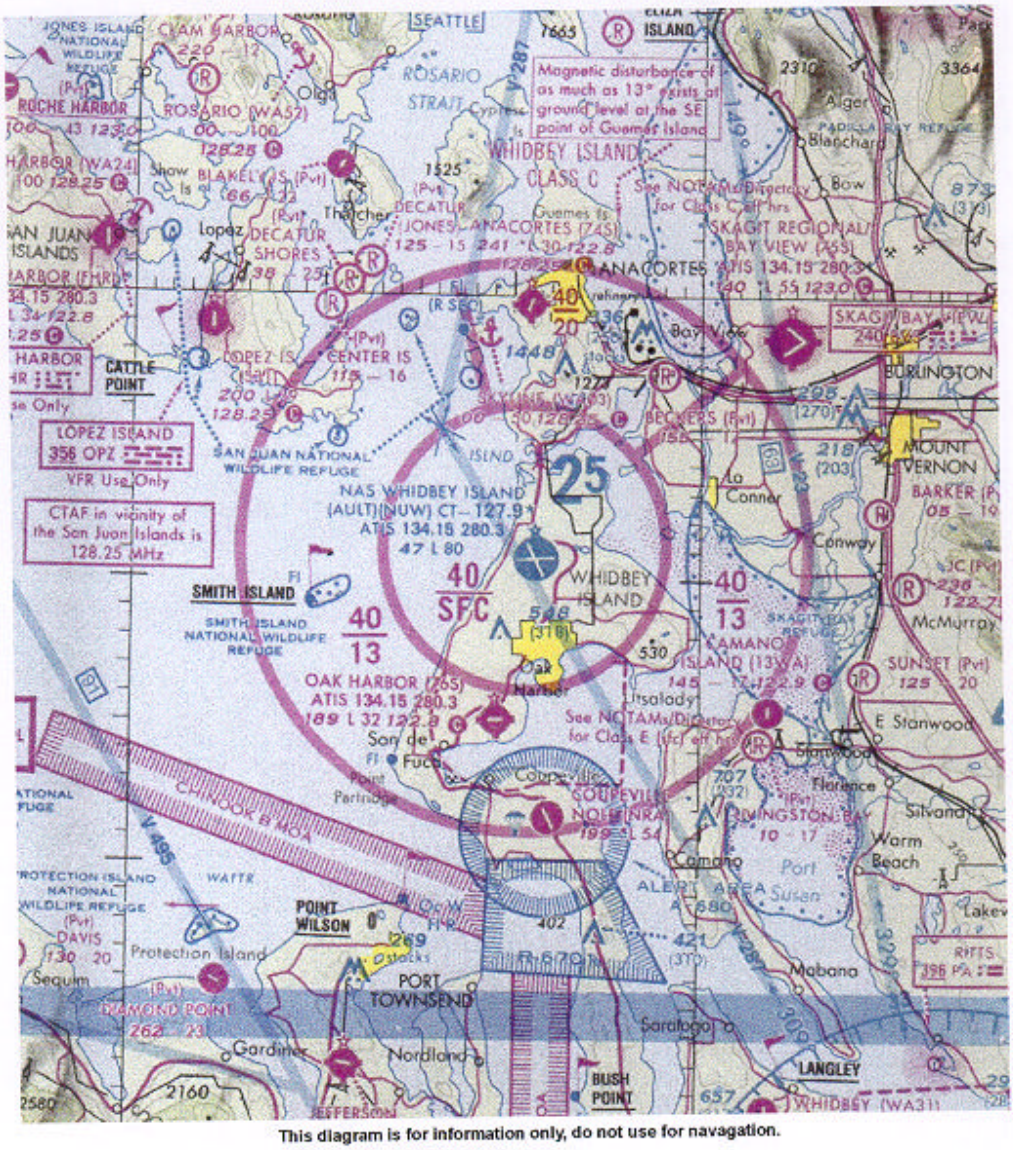


Illustration (5)

NAS Whidbey Approach Control Airspace

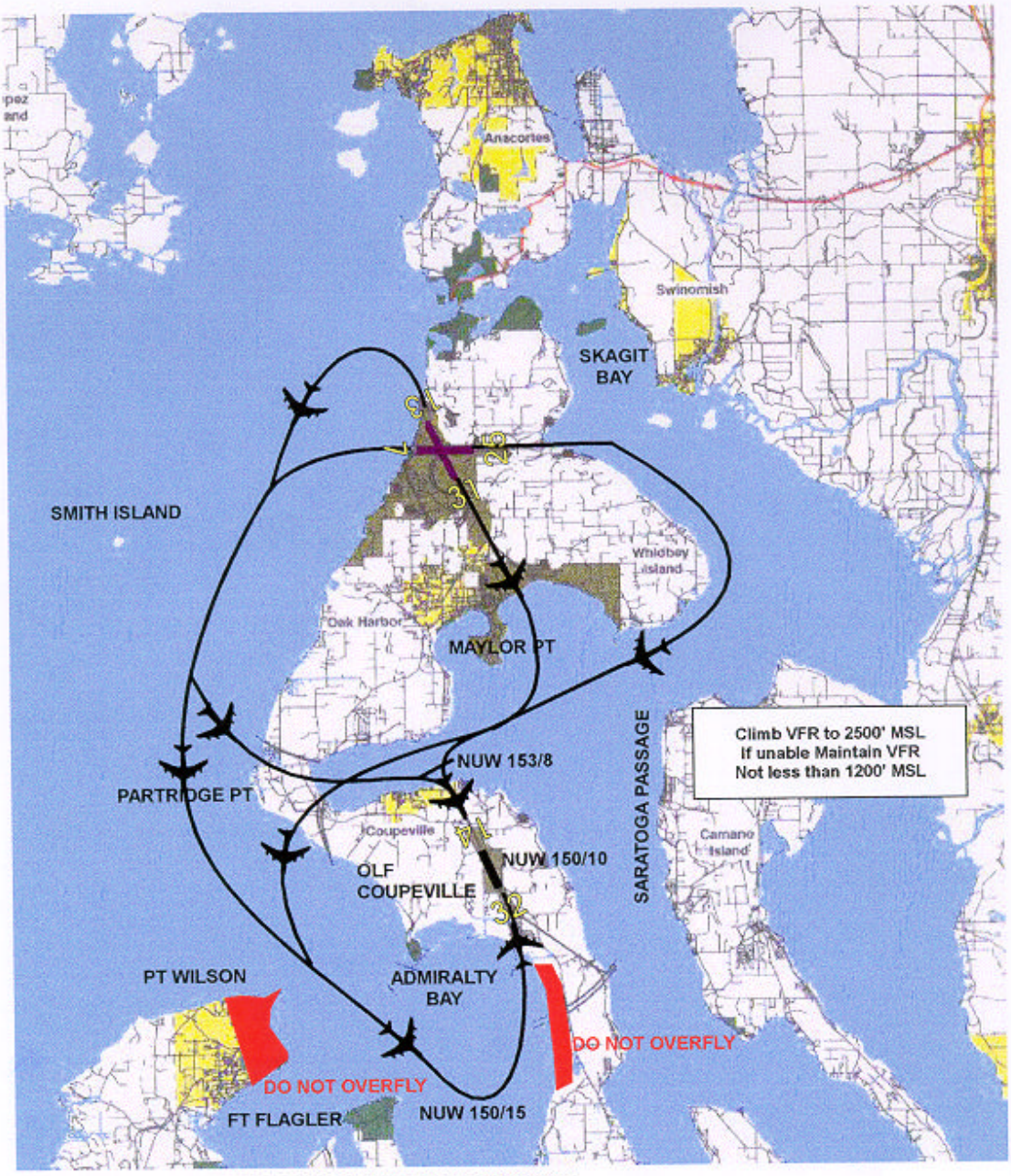
Illustration (6)

NAS Whidbey Island Class C Airspace



This diagram is for information only, do not use for navagation.

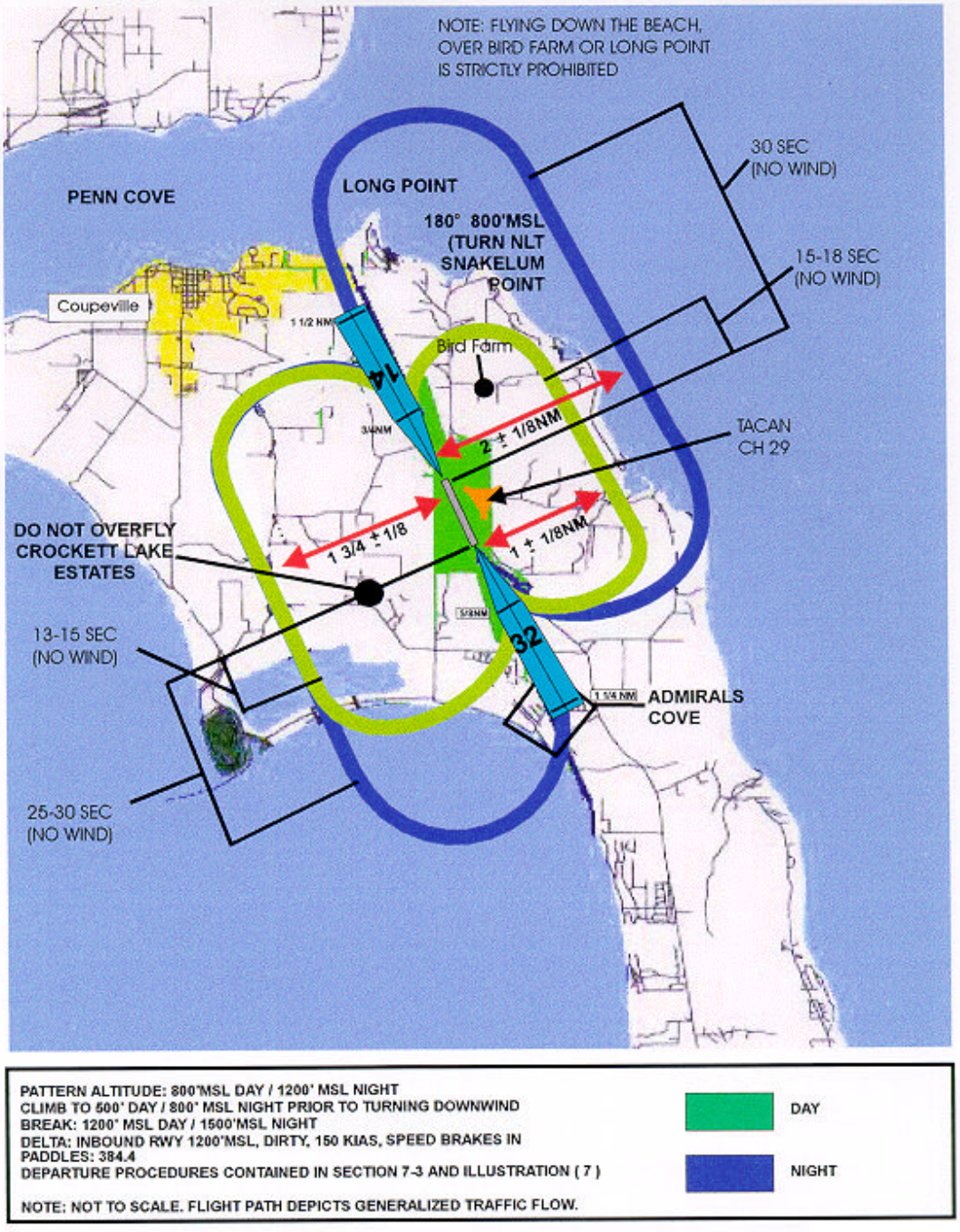
COUPEVILLE ENTRY: VFR



NOTE: NOT TO SCALE. FLIGHT PATH DEPICTS GENERALIZED TRAFFIC FLOW.

Illustration (8)

OLF COUPEVILLE FCLP PATTERNS



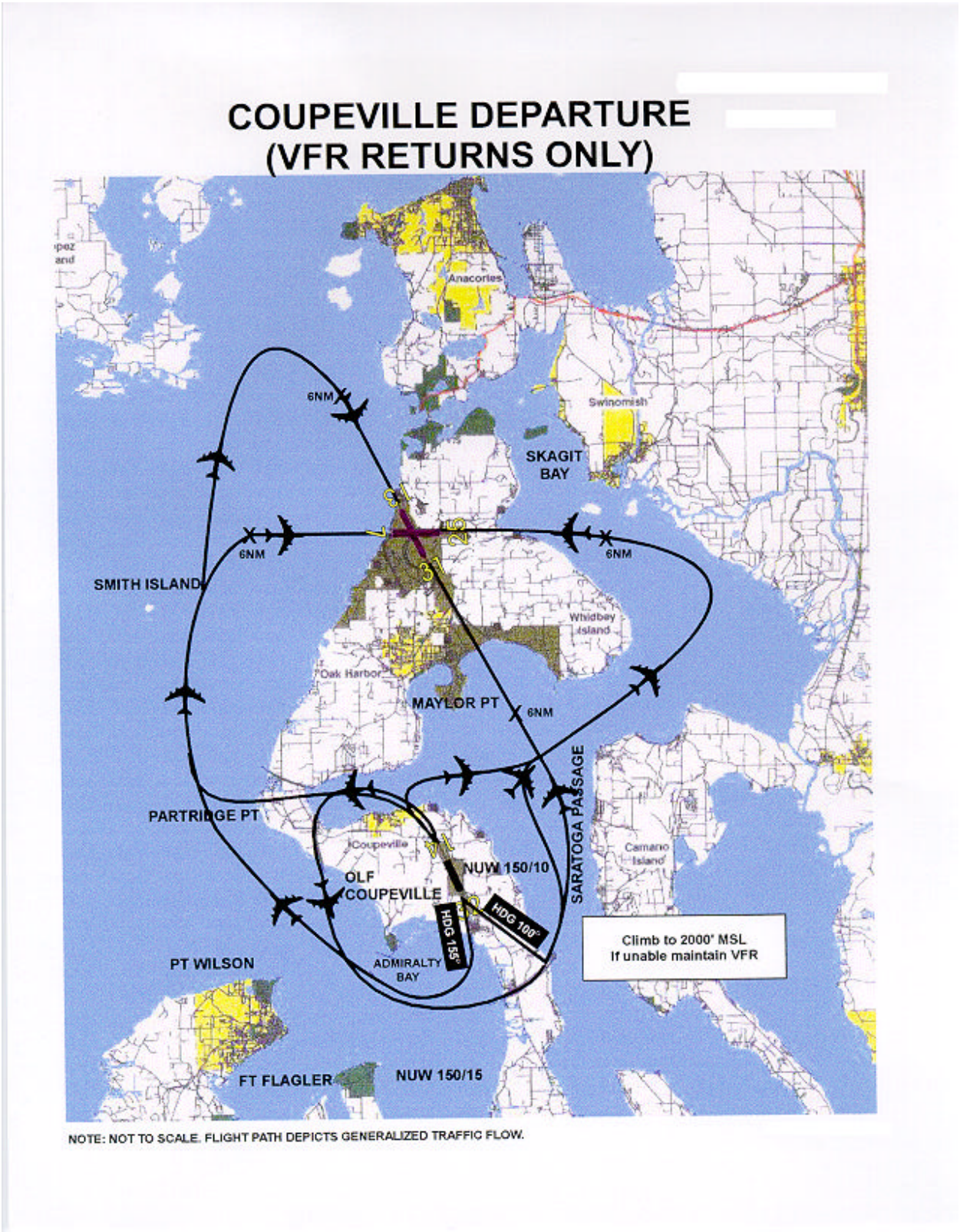
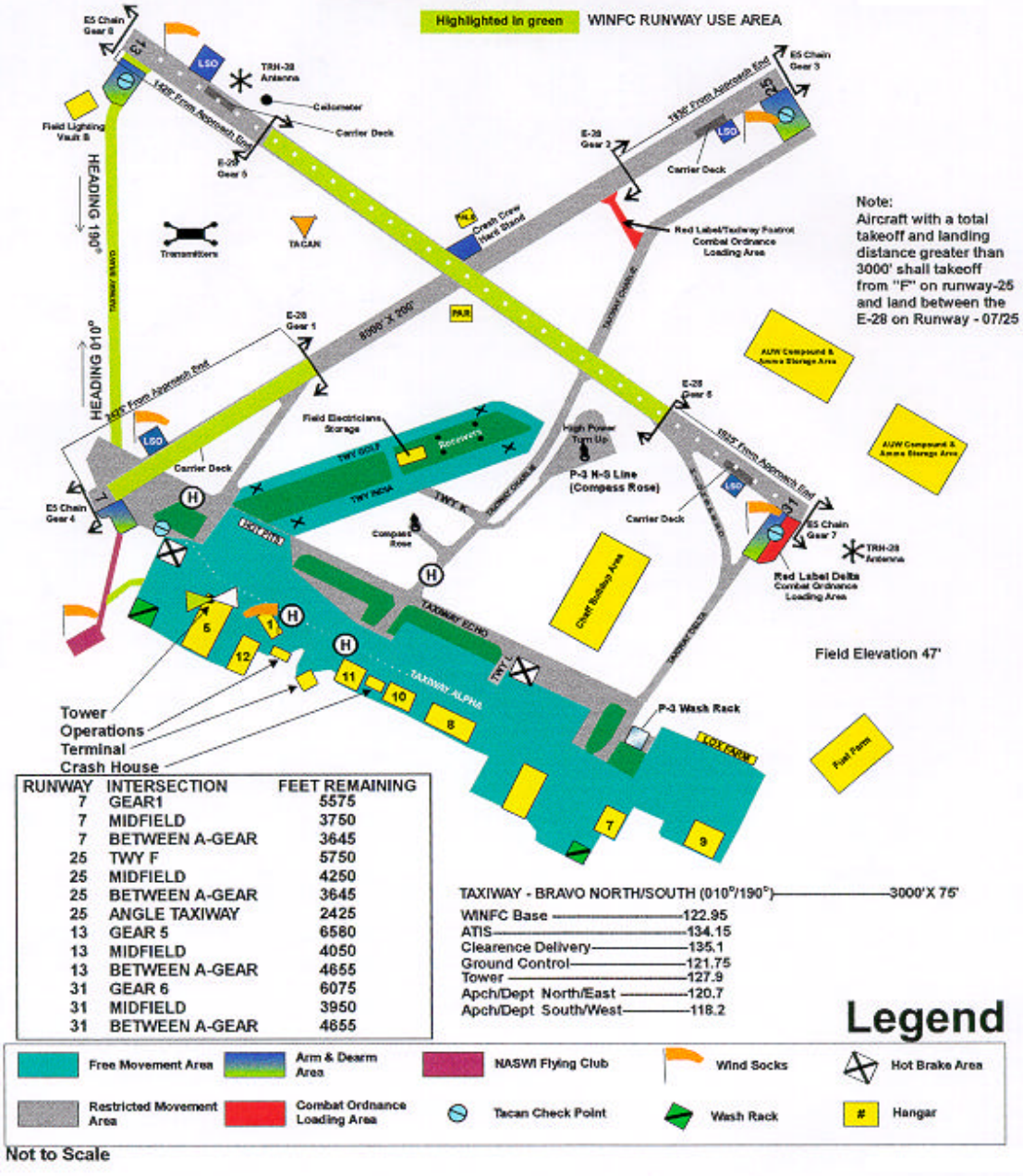


Illustration (10)

Naval Air Station, Whidbey Island, WA
Whidbey Island Navy Flying CLub
Runway Use Area



RUNWAY	INTERSECTION	FEET REMAINING
7	GEAR1	5575
7	MIDFIELD	3750
7	BETWEEN A-GEAR	3645
25	TWY F	5750
25	MIDFIELD	4250
25	BETWEEN A-GEAR	3645
25	ANGLE TAXIWAY	2425
13	GEAR 5	6580
13	MIDFIELD	4050
13	BETWEEN A-GEAR	4655
31	GEAR 6	6075
31	MIDFIELD	3950
31	BETWEEN A-GEAR	4655

TAXIWAY - BRAVO NORTH/SOUTH (010°/190°)——3000'X 75'

WINFC Base	122.95
ATIS	134.15
Clearence Delivery	135.1
Ground Control	121.75
Tower	127.9
Apch/Dept North/East	120.7
Apch/Dept South/West	118.2

Illustration (11)